



FLORIDA

# HIGHWAY SAFETY IMPROVEMENT PROGRAM 2019 ANNUAL REPORT



U.S. Department of Transportation  
Federal Highway Administration

Photo source: Federal Highway Administration

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## **Disclaimer**

### **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 2019, 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. An update to the SHSP is expected in 2020.

FDOT received an allocation of about \$155 million in HSIP funds during the 2018 state fiscal year from July 1, 2018 through June 30, 2019 (see Question 23). FDOT used HSIP funds to complete 391 projects (see Question 29). The Intersection program completed 71 projects with about \$32 million (see Question 29). The Lane Departure program completed 74 projects with about \$43 million (see Question 29). The Pedestrian and Bicyclist Safety program completed 182 projects with about \$50 million (see Question 29). Multiple programs and SHSP emphasis areas including data were addressed by 67 projects with about \$29 million (see Question 29). A statistical analysis of HSIP funded projects through the history of the Florida program including all injury severities shows statistically significant crash reduction for fatal, non-fatal injury, rural, night, day, pedestrian, road departure, and wet-surface crashes (see Question 41).

Regarding roadway ownership, state-maintained roadways were addressed by 310 projects using about \$130 million in HSIP funds (see Question 29). Local roadways were addressed by 81 projects using about \$24 million (see Question 29). Non-infrastructure such as preliminary engineering, public information or education, traffic engineering studies, and transportation statistics was supported with 23 projects using about \$9 million (see Question 29). Systemic safety improvements were addressed by 182 projects using about \$63 million in HSIP funds (see Question 16).

[Source: HSIP Question 23, Enter the programmed and obligated funding for each applicable funding category. 2019]

[Source: HSIP Question 29, List the projects obligated using HSIP funds for the reporting period. 2019]

[Source: Florida Strategic Highway Safety Plan, 2016]

[Source: Florida Highway Safety Plan, 2019]

[Source: FDOT Highway Safety Improvement Program Manual, 2019]

## **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

The Florida Department of Transportation (FDOT) is decentralized with a Central Office, seven District Offices, and a Turnpike Enterprise. The Department's Organization Chart is attached to the Program Administration section of Program Structure in this report. The primary contacts for the Highway Safety Improvement Program (HSIP) follow.

- Lora Hollingsworth, FDOT State Safety Office ( [www.fdot.gov/safety](http://www.fdot.gov/safety) ), (850) 414-3100.
- Joe Santos, FDOT Safety Engineering ( [www.fdot.gov/safety/11A-SafetyEngineering/SafetyEngineering1.shtm](http://www.fdot.gov/safety/11A-SafetyEngineering/SafetyEngineering1.shtm) ), (850) 414-4097.
- District Safety Engineers, FDOT Safety Engineering Contacts ( [www.fdot.gov/safety/11A-SafetyEngineering/SafetyEngineering1.shtm](http://www.fdot.gov/safety/11A-SafetyEngineering/SafetyEngineering1.shtm) ), see link for phone numbers.

## **How are HSIP funds allocated in a State?**

- Other-Central Office

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

The Florida Department of Transportation (FDOT), State Safety Office (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 (CTSTs) identifies other local projects and training opportunities.

[Source: FDOT SSO Staff]

Many counties in Florida develop and implement Local Road Safety Plans (LRSPs). An LRSP should be consistent with the Florida Strategic Highway Safety Plan (SHSP) and focus on specific, high priority emphasis areas and strategies for local road safety. Highway Safety Improvement Program (HSIP) funds can be used to develop LRSPs, which are a proven safety countermeasure.

LRSPs support strategic safety management of off-system roads through the identification, analysis, and prioritization of roadway safety opportunities and improvements on the local system. For example, local areas with a large proportion of rural roads may use data to show a focus on reducing fatal and serious injury run-off-road crashes. Counties and other local agencies should consider developing and implementing LRSPs to:

- Define local safety priorities.
- Prioritize safety investments on off-system public roadways.
- Communicate safety improvement opportunities to stakeholders.
- Apply for HSIP funding.

LRSP development mimics the SHSP development process but focuses on local issues and needs. LRSPs should have a prioritized list of issues, risks, actions, and improvements that can be used to reduce fatalities and serious injuries on off-system roads. The Federal Highway Administration's (FHWA's) Developing Safety Plans: A Manual for Local Road Owners outlines the LRSP development process and contains an LRSP template.

[Source: FDOT Highway Safety Improvement Program Implementation Manual, 2019]

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

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

**Describe coordination with internal partners.**

The Florida Department of Transportation (FDOT) State Safety Office (SSO) is responsible for administering the Highway Safety Improvement Program (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 Florida 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: State Bicycle and Pedestrian Safety Manager, State Safety Office, Safe Routes to School Program, Local Agency Program and Work Program Office.

[Source: FDOT Highway Safety Improvement Program Implementation Manual, 2019]

[Source: Florida Strategic Highway Safety Plan, 2016]

[Source: FDOT State Safety Office Staff]

**Identify which external partners are involved with HSIP planning.**

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

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- Other-FACERS

FACERS is the Florida Association of County Engineers and Roadway Superintendents.

### **Describe coordination with external partners.**

The Highway Safety Improvement Program (HSIP) is guided by the Florida Strategic Highway Safety Plan (SHSP), which outlines a vision of eliminating fatalities and reducing serious injuries on Florida's public roads. Thirteen emphasis areas are the primary focus for Florida's traffic safety improvement efforts. The Department supports a broad range of programs aimed at improving transportation safety.

The roles in administering and implementing the HSIP are as follows:

- The FDOT State Safety Office (SSO) manages the HSIP and evaluates the program's effectiveness. The SSO approves funding for projects and provides policies, tools, and guidelines to assist the Districts, Turnpike Enterprise, and local agencies with implementing the HSIP.
- The FDOT Districts and Turnpike Enterprise are responsible for delivering highway safety improvement projects. Each District has a District Safety Engineer (DSE) and supporting staff that identify, plan, design, and implement HSIP projects with support from the SSO. Each District also works with Metropolitan Planning Organizations (MPO), Transportation Planning Organizations (TPO), and local jurisdictions to assist them in improving safety within their District.
- The Federal Highway Administration (FHWA) assists with program strategy, oversees all Federal-aid expenditures, and assures the HSIP meets federal requirements. FHWA also offers technical assistance and training to FDOT and local agencies.
- Florida's MPOs, TPOs, and local agencies are integral to addressing the safety problems on all public roads. MPOs, TPOs, and local agencies coordinate with FDOT's Districts to identify and implement effective off-system highway safety improvement projects. Local agencies also develop and implement locally administered projects (LAPs) as well as Local Road Safety Plans (LRSP) to improve safety in their jurisdictions.
- Partner organizations serve as ambassadors of traffic safety and help promote the vision of Driving Down Fatalities. Partners include charities, community groups, universities, and professional associations responsible for supplemental programs that improve safety beyond road engineering, which helps achieve the HSIP's goals.
- Community Traffic Safety Teams (CTST) are multi-jurisdictional, with members from city, county, state, and occasionally federal agencies, as well as private industry representatives and local citizens. CTSTs integrate the 4E approach to safety (engineering, enforcement, education, and emergency services) to help solve local traffic safety problems and promote public awareness of traffic safety. Many effective HSIP projects are initiated through CTSTs.
- Florida's road users are the most important stakeholder in the HSIP. Each HSIP project aims to improve the safety and quality of life for road users. The HSIP is most effective when the public is engaged in safety, provides feedback during the development of HSIP projects, and actively reports safety concerns to FDOT and local government agencies.

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,



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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]

[Source: FDOT Highway Safety Improvement Program Implementation Manual, 2019]

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

The Highway Safety Improvement Program (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 State Safety Office (SSO) reviews district submitted projects annually and determines funding based on a need addressed in the Florida Strategic Highway Safety Plan (SHSP), project priorities and the Net Present Value (NPV) of an individual project.

[Source: FDOT Transportation Safety Engineer, 2019]

### ***Program Methodology***

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

Yes

FileName:

FL HSIP Guideline 1991.pdf

florida hsip manual v2019 (2019-05-29).pdf

The Florida Department of Transportation (FDOT) State Safety Office (SSO) continually reviews and updates the Highway Safety Improvement Program (HSIP) Implementation Manual.

[Source: FDOT Transportation Safety Engineer, 2019]

#### **Select the programs that are administered under the HSIP.**

- Bicycle Safety
- Intersection
- Pedestrian Safety
- Skid Hazard
- Other-Lane Departure

2019 Florida Highway Safety Improvement Program  
**Program: Bicycle Safety**

**Date of Program Methodology: 5/1/2017**

**What is the justification for this program?**

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

**What is the funding approach for this program?**

Funding set-aside

**What data types were used in the program methodology?**

Crashes	Exposure	Roadway
Fatal and serious injury crashes only	Traffic	

**What project identification methodology was used for this program?**

- Crash frequency
- Crash rate

**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?**

**How are projects under this program advanced for implementation?**

- Other-Contributing factors such as time of day (75% of fatal pedestrian and bicycle crashes occur during dusk or dark hours)
- 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.

**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**

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**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: Intersection**

**Date of Program Methodology:9/1/2007**

**What is the justification for this program?**

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

**What is the funding approach for this program?**

Funding set-aside

**What data types were used in the program methodology?**

**Crashes**

**Exposure**

**Roadway**

Fatal and serious injury crashes only

Traffic

Other-Mile Point

**What project identification methodology was used for this 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

2019 Florida Highway Safety Improvement Program  
**Program: Pedestrian Safety**

**Date of Program Methodology: 5/1/2017**

**What is the justification for this program?**

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

**What is the funding approach for this program?**

Funding set-aside

**What data types were used in the program methodology?**

Crashes	Exposure	Roadway
Fatal and serious injury crashes only	Population	

**What project identification methodology was used for this program?**

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

**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

**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

2019 Florida Highway Safety Improvement Program  
**Program: Skid Hazard**

**Date of Program Methodology:9/1/2007**

**What is the justification for this program?**

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

**What is the funding approach for this program?**

Funding set-aside

**What data types were used in the program methodology?**

<b>Crashes</b>	<b>Exposure</b>	<b>Roadway</b>
Fatal and serious injury crashes only	Traffic	Other-Friction Number

**What project identification methodology was used for this program?**

- 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?**

**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?**

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

**What is the funding approach for this program?**

Funding set-aside

**What data types were used in the program methodology?**

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

**What project identification methodology was used for this 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

**What percentage of HSIP funds address systemic improvements?**

40

**HSIP funds are used to address which of the following systemic improvements?**

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

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- Upgrade Guard Rails

Financial information based on data in Florida Department of Transportation (FDOT) Work Program and Budget Office systems.

[Source: MADDOG, FY2018/2019, as of 2019-03-26]

### **What process is used to identify potential countermeasures?**

- Crash data analysis
- Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
- Engineering Study
- Road Safety Assessment
- SHSP/Local road safety plan
- Stakeholder input

### **Does the State HSIP consider connected vehicles and ITS technologies?**

No

Florida

The Florida Highway Safety Improvement Program (HSIP) does not consider connected vehicles and Intelligent Transportation System (ITS) technologies directly. However, the Florida Department of Transportation (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.

The Connected and Automated Vehicle (CAV) Program goals and objectives support the FDOT Transportation Systems Management & Operations (TSM&O) 2017 Strategic Plan. The CAV technologies have the potential to significantly reduce highway crashes that result in traffic fatalities. This is consistent with FDOT's vision and that of Vision Zero.

FDOT District Six

FDOT District Six uses ITS applications to monitor traffic in southeast Florida 24 hours per day, 7 days per week. Operators housed at the SunGuide Transportation Management Center (TMC) gather traffic data from a series of ITS roadway devices, including closed circuit television (CCTV) cameras, dynamic message signs (DMS), roadway detectors, and adaptive signal controls technologies (ASCT). The devices connect back to the TMC via fiber-optic communications and are managed by the statewide ITS software, SunGuide.

This information is used to manage traffic conditions and optimize roadway safety and performance. This allows operators to detect traffic slowdowns, coordinate incident clearance efforts, post traffic alerts on our traveler information resources and maximize arterial traffic flow.

FDOT began implementing ITS in the late 1990s. Today, District Six has equipped 213.5 center line miles of roadways with ITS devices. These roadways include Interstates 75, 95, 195, 395, State Road 826/Palmetto Expressway, State Road 5/ US-1, State Road 9 and Card Sound Road.

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

[Source: Florida's Connected and Automated Vehicles (CAV) Business Plan, January 2019]

[Source: FDOT, Transportation Systems Management & Operations, District Six ( <https://sunguide.info/its-program/> )]

### **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 Florida Department of Transportation (FDOT) supports research to configure and customize the Highway Safety Manual (HSM) methods to Florida's roadways. The FDOT State Safety Office (SSO) maintains an HSM implementation website with more information and the Federal Highway Administration's (FHWA's) Integrating the HSM into the Highway Project Development Process is another resource. FDOT also promotes using AASHTOWare Safety Analyst and Interactive Highway Safety Design Model (IHSDM) to implement HSM methods. However, Districts may use spreadsheets or other analysis tools to apply HSM and other data-driven safety analysis methods.

The FDOT HSM User Guide provides an abbreviated overview for practitioners of the HSM. The intent is to provide guidance on the application of the HSM. The FDOT HSM User Guide contains information on the following topics.

- HSM Terms and Concepts.
- HSM Predictive Method.
- Selecting an Appropriate Crash Modification Factor (CMF) or Crash Reduction Factor (CRF).
- Applying Countermeasure CMFs.

[Source: FDOT Highway Safety Improvement Program Implementation Manual, 2019]

[Source: FDOT Highway Safety Manual User Guide, 2015]



## Project Implementation

### Funds Programmed

#### Reporting period for HSIP funding.

State Fiscal Year

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	\$155,218,577	\$155,116,925	99.93%
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)	\$0	\$0	0%
State and Local Funds	\$0	\$0	0%
<b>Totals</b>	\$155,218,577	\$155,116,925	99.93%

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

[Source: MADDOG, FY2018/2019, as of 2019-03-26].

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

\$24,824,530

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

\$24,824,530

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

[Source: MADDOG, FY2018/2019, as of 2019-03-26].

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

\$9,276,265

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

\$9,276,265

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, FY2018/2019, as of 2019-03-26]

**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?**

\$12,936,303

FDOT transferred HSIP funds during the state fiscal year 2018/2019 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, FY2018/2019, as of 2019-03-26]

**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, 2019]

**General Listing of Projects**

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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
190258-1	Advanced technology and ITS	Advanced technology and ITS - other			\$406117					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
211079-2	Non-infrastructure	Road safety audits			\$566011					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
211079-3	Non-infrastructure	Data/traffic records			\$148121					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
211079-4	Non-infrastructure	Transportation safety planning			\$297133					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
211079-5	Non-infrastructure	Road safety audits			\$299982					0		Other Local Agency	NPV, B/C Ratio, Other	Data	Engineering
211079-5t	Non-infrastructure	Road safety audits			\$29991					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
211079-6	Non-infrastructure	Data/traffic records			\$500175					0		Other Local Agency	NPV, B/C Ratio, Other	Data	Engineering
211079-8	Non-infrastructure	Data/traffic records			\$85512					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
220838-2	Non-infrastructure	Transportation safety planning			\$953252					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
222518-1	Lighting	Site lighting - interchange			\$49891					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
222524-1	Lighting	Site lighting - interchange			\$61487					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
222668-1	Lighting	Site lighting - interchange			\$779					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
222713-1	Lighting	Site lighting - interchange			\$347					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
222818-1	Lighting	Site lighting - interchange			\$709					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
230094-6	Non-infrastructure	Transportation safety planning			\$370000					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
230094-7	Non-infrastructure	Transportation safety planning			\$65000					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
237995-1	Non-infrastructure	Data/traffic records			\$640724					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
254553-1	Non-infrastructure	Transportation safety planning			\$1718388					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
254553-2	Non-infrastructure	Data/traffic records			\$496391					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
254646-1	Non-infrastructure	Transportation safety planning			\$473205					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
254646-1t	Non-infrastructure	Transportation safety planning			\$29998					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
254647-1	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists			\$421991					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
254677-2	Roadway	Roadway - other			\$5566124					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
256881-5	Pedestrians and bicyclists	Pedestrian bridge			\$906498					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
409224-1	Non-infrastructure	Data/traffic records			\$254123					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
412473-7	Roadway	Roadway - other			\$214					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
412479-3	Roadway	Roadway - other			\$9165					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
414633-1	Roadway	Pavement surface - miscellaneous			\$234906					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
414633-2	Roadway	Pavement surface - miscellaneous			\$79042					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
418091-1	Roadway	Pavement surface - miscellaneous			\$190324					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
422814-1	Non-infrastructure	Educational efforts			\$0					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Education
422814-1t	Non-infrastructure	Educational efforts			\$12415					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Education
423071-1	Interchange design	Acceleration / deceleration / merge lane			\$6470					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
423608-2	Intersection geometry	Intersection geometry - other			\$906					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
425646-5	Non-infrastructure	Educational efforts			\$249880					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Education
425979-2	Roadway	Roadway - other			\$1014347					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
427315-2	Advanced technology and ITS	Dynamic message signs			\$64463					0		State Highway Agency	NPV, B/C Ratio, Other	Multiple	Education
427369-2	Roadway	Roadway widening - add lane(s) along segment			\$384471					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
427516-1	Roadway	Roadway - other			\$2905064					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
427516-2	Roadway	Roadway - other			\$194464					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
427937-1	Pedestrians and bicyclists	Install sidewalk			\$25208					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
427937-2	Advanced technology and ITS	Advanced technology and ITS - other			\$108366					0		State Highway Agency	NPV, B/C Ratio, Other	Multiple	Engineering
427938-1	Pedestrians and bicyclists	Install sidewalk			\$50434					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
428278-3	Intersection geometry	Intersection geometry - other			\$392089					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
429022-1	Intersection geometry	Intersection geometry - other			\$2171335					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
429022-2	Intersection geometry	Intersection geometry - other			\$829631					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
429060-1	Roadway	Roadway - other			\$0					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
429060-2	Intersection geometry	Auxiliary lanes - add right-turn lane			\$30854					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
429585-2	Intersection geometry	Intersection geometry - other			\$1374					0		Other Local Agency	NPV, B/C Ratio, Other	Intersections	Engineering
429650-2	Non-infrastructure	Road safety audits			\$40000					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
430785-1	Roadway	Roadway - other			\$996					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
430852-1	Non-infrastructure	Road safety audits			\$313388					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
430855-1	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists			\$48249					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
430910-1	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists			\$819689					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
430911-1	Intersection geometry	Intersection geometry - other			\$207526					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
430914-1	Intersection geometry	Intersection geometry - other			\$416444					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
431170-1	Roadway	Roadway - other			\$144991					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
431170-5	Intersection geometry	Intersection geometry - other			\$368387					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
431313-1	Roadway	Roadway - other			\$1966198					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
431635-2	Roadway	Roadway - other			\$17167					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
431657-1	Pedestrians and bicyclists	Install sidewalk			\$430280					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
431665-1	Pedestrians and bicyclists	Install sidewalk			\$36565					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
431698-1	Pedestrians and bicyclists	Install sidewalk			\$23738					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
431820-2	Roadway	Roadway - other			\$56443					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
431820-3	Roadway	Roadway - other			\$705					0		Other Local Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
432066-4	Pedestrians and bicyclists	Install sidewalk			\$112541					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
432193-1	Roadway	Roadway widening - add lane(s) along segment			\$11000000					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
432323-1	Roadway	Roadway - other			\$38077					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
432404-1	Non-infrastructure	Transportation safety planning			\$46556					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
432586-1	Roadway	Roadway - other			\$11358					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
432647-2	Shoulder treatments	Shoulder treatments - other			\$41					0		Other Local Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
432648-1	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified			\$4311544					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
432657-1	Intersection geometry	Auxiliary lanes - add left-turn lane			\$396					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
432698-1	Roadway	Roadway - other			\$2283					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
432748-1	Lighting	Intersection lighting			\$23062					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
432748-2	Lighting	Intersection lighting			\$1526					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
432755-1	Lighting	Continuous roadway lighting			\$174082					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
433040-1	Intersection traffic control	Intersection traffic control - other			\$20161					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
433059-2	Intersection geometry	Intersection geometry - other			\$82017					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
433264-1	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified			\$87					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
433264-3	Roadway	Roadway - other			\$202498					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
433390-1	Non-infrastructure	Data/traffic records			\$300000					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
433391-3	Non-infrastructure	Data/traffic records			\$749172					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering



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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
433412-1	Non-infrastructure	Transportation safety planning			\$907691					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
433416-1	Roadway	Roadway - other			\$24343					0		Other Local Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
433455-1	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists			\$5203331					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
433455-2	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists			\$1060093					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
433489-1	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified			\$2242756					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
433519-2	Roadway	Roadway - other			\$116					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
433519-3	Roadway	Roadway - other			\$157554					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
433522-1	Non-infrastructure	Data/traffic records			\$100000					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
433522-3	Non-infrastructure	Data/traffic records			\$1000000					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
433875-1	Non-infrastructure	Road safety audits			\$207330					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
434273-3	Non-infrastructure	Transportation safety planning			\$752391					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
434273-4	Non-infrastructure	Transportation safety planning			\$715867					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
434314-1	Roadway	Roadway - other			\$698					0		Other Local Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
434315-1	Roadway	Roadway - other			\$782					0		Other Local Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
434327-1	Lighting	Intersection lighting			\$14519					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
434328-1	Lighting	Intersection lighting			\$10357					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
434330-1	Pedestrians and bicyclists	Install sidewalk			\$25484					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
434333-1	Pedestrians and bicyclists	Install sidewalk			\$351201					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
434337-1	Intersection traffic control	Intersection traffic control - other			\$24572					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
434340-1	Lighting	Intersection lighting			\$1936					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
434342-1	Roadway	Roadway - other			\$555388					0		Other Local Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
434422-1	Shoulder treatments	Shoulder treatments - other			\$1974					0		Other Local Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
434424-1	Roadway	Roadway - other			\$14445					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
434425-1	Roadway	Roadway - other			\$4378					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
434426-1	Roadway	Pavement surface - miscellaneous			\$38463					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
434502-1	Intersection geometry	Intersection geometry - other			\$3003134					0		Other Local Agency	NPV, B/C Ratio, Other	Intersections	Engineering
434504-1	Intersection geometry	Intersection geometry - other			\$55459					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
434505-1	Intersection geometry	Intersection geometry - other			\$6635					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
434506-1	Lighting	Intersection lighting			\$14955					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
434508-1	Intersection geometry	Intersection geometry - other			\$92072					0		Other Local Agency	NPV, B/C Ratio, Other	Intersections	Engineering

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
434509-1	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified			\$1596					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
434679-1	Pedestrians and bicyclists	Install sidewalk			\$88355					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
434686-1	Pedestrians and bicyclists	Install sidewalk			\$93330					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
434694-1	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified			\$43001					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
434700-1	Shoulder treatments	Shoulder treatments - other			\$6434					0		Other Local Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
434701-1	Roadway	Roadway - other			\$203					0		Other Local Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
434766-1	Intersection geometry	Intersection geometry - other			\$235626					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
434768-1	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified			\$49785					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
434769-1	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified			\$1637862					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
434771-1	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified			\$860960					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
434773-1	Intersection geometry	Intersection geometry - other			\$0					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
434776-1	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified			\$186073					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
434778-1	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists			\$311111					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
434779-1	Non-infrastructure	Road safety audits			\$253405					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
434841-1	Roadway	Roadway - other			\$1845					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
434848-1	Roadway	Roadway - other			\$1657721					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
434997-1	Lighting	Intersection lighting			\$97147					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
435052-1	Lighting	Site lighting - interchange			\$7677					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
435053-1	Lighting	Site lighting - interchange			\$10556					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
435056-1	Lighting	Site lighting - interchange			\$14499					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
435059-1	Lighting	Site lighting - interchange			\$9793					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
435160-1	Pedestrians and bicyclists	Install sidewalk			\$8412					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
435255-1	Intersection geometry	Intersection geometry - other			\$155					0		Other Local Agency	NPV, B/C Ratio, Other	Intersections	Engineering
435837-1	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified			\$265467					0		Other Local Agency	NPV, B/C Ratio, Other	Intersections	Engineering
436009-1	Shoulder treatments	Shoulder treatments - other			\$3976957					0		Other Local Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
436010-1	Pedestrians and bicyclists	Install sidewalk			\$1078563					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
436011-1	Shoulder treatments	Shoulder treatments - other			\$3052					0		Other Local Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
436013-1	Pedestrians and bicyclists	Install sidewalk			\$313					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
436013-2	Pedestrians and bicyclists	Install sidewalk			\$535					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
436023-1	Pedestrians and bicyclists	Install sidewalk			\$160987					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
436033-1	Roadway	Roadway - other			\$204449					0		Other Local Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
436041-1	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified			\$1294					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
436111-1	Intersection geometry	Auxiliary lanes - add right-turn lane			\$24070					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
436114-1	Pedestrians and bicyclists	Install sidewalk			\$4347594					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
436118-1	Intersection geometry	Intersection geometry - other			\$2953249					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
436119-1	Shoulder treatments	Shoulder treatments - other			\$1095919					0		Other Local Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
436124-1	Lighting	Intersection lighting			\$213079					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
436134-1	Roadway	Roadway - other			\$1006122					0		Other Local Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
436135-1	Pedestrians and bicyclists	Install sidewalk			\$15340					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
436149-1	Shoulder treatments	Shoulder treatments - other			\$740031					0		Other Local Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
436151-1	Non-infrastructure	Data/traffic records			\$32399					0		Other Local Agency	NPV, B/C Ratio, Other	Data	Engineering
436185-1	Shoulder treatments	Shoulder treatments - other			\$332741					0		Other Local Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
436235-1	Roadway	Roadway - other			\$456347					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
436236-1	Roadway	Pavement surface - miscellaneous			\$293741					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering

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436237-1	Intersection geometry	Intersection geometry - other			\$1751919					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
436310-1	Intersection geometry	Intersection geometry - other			\$302651					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
436311-1	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified			\$1204176					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
436341-1	Roadway signs and traffic control	Roadway signs and traffic control - other			\$926765					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
436342-1	Roadway	Roadway - other			\$125108					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
436356-1	Roadway	Roadway - other			\$143241					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
436364-1	Roadway	Roadway - other			\$522237					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
436371-1	Roadway	Roadway - other			\$85659					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
436385-1	Intersection traffic control	Intersection traffic control - other			\$636990					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
436386-1	Intersection traffic control	Intersection traffic control - other			\$432494					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
436485-1	Roadway	Roadway - other			\$226530					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
436491-1	Roadway	Roadway - other			\$545204					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
436495-1	Roadway	Roadway - other			\$290836					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
436530-1	Non-infrastructure	Transportation safety planning			\$1409492					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering

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436546-1	Intersection geometry	Intersection geometry - other			\$141128					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
436551-1	Roadway	Pavement surface - miscellaneous			\$258448					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
436569-1	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists			\$1471198					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
436612-1	Non-infrastructure	Data/traffic records			\$250155					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
436612-2	Non-infrastructure	Data/traffic records			\$356123					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
436613-1	Non-infrastructure	Data/traffic records			\$25261					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
436614-1	Lighting	Continuous roadway lighting			\$59					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
436615-1	Non-infrastructure	Transportation safety planning			\$1040307					0		Other Local Agency	NPV, B/C Ratio, Other	Data	Engineering
436620-1	Non-infrastructure	Transportation safety planning			\$304752					0		Other Local Agency	NPV, B/C Ratio, Other	Data	Engineering
436621-1	Shoulder treatments	Shoulder treatments - other			\$48873					0		Other Local Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
437354-1	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified			\$77217					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
437451-1	Intersection geometry	Auxiliary lanes - add left-turn lane			\$22394					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
437605-1	Lighting	Intersection lighting			\$50676					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
437627-1	Shoulder treatments	Shoulder treatments - other			\$2409					0		Other Local Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
437628-1	Non-infrastructure	Transportation safety planning			\$171186					0		Other Local Agency	NPV, B/C Ratio, Other	Data	Engineering

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437630-1	Lighting	Intersection lighting			\$28629					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
437634-1	Non-infrastructure	Transportation safety planning			\$30451					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
437640-1	Access management	Median crossover - relocate existing			\$817066					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
437641-1	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified			\$782648					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
437643-1	Intersection geometry	Auxiliary lanes - add left-turn lane			\$679078					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
437644-1	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified			\$346438					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
437647-1	Roadway	Roadway - other			\$1623269					0		Other Local Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
437687-1	Intersection geometry	Auxiliary lanes - add acceleration lane			\$98051					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
437701-1	Lighting	Continuous roadway lighting			\$16342					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
437702-1	Non-infrastructure	Transportation safety planning			\$58116					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
437707-1	Non-infrastructure	Transportation safety planning			\$12491					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
437708-1	Non-infrastructure	Transportation safety planning			\$2163					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
437718-1	Lighting	Intersection lighting			\$7412					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
437718-2	Lighting	Intersection lighting			\$58625					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering



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437731-1	Lighting	Continuous roadway lighting			\$4769					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
437808-1	Intersection geometry	Auxiliary lanes - add left-turn lane			\$352753					0		Other Local Agency	NPV, B/C Ratio, Other	Intersections	Engineering
437873-1	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists			\$925428					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
437921-1	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists			\$343972					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
438270-1	Non-infrastructure	Transportation safety planning			\$54292					0		Other Local Agency	NPV, B/C Ratio, Other	Data	Engineering
438272-1	Non-infrastructure	Transportation safety planning			\$95350					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
438272-2	Non-infrastructure	Transportation safety planning			\$95711					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
438275-2	Lighting	Intersection lighting			\$21758					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
438276-1	Non-infrastructure	Transportation safety planning			\$11964					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
438372-1	Non-infrastructure	Transportation safety planning			\$350000					0		Other Local Agency	NPV, B/C Ratio, Other	Data	Engineering
438373-1	Intersection traffic control	Intersection traffic control - other			\$1224819					0		Other Local Agency	NPV, B/C Ratio, Other	Intersections	Engineering
438376-1	Intersection geometry	Intersection geometry - other			\$261253					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
438377-1	Roadside	Barrier - other			\$850000					0		Other Local Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
438378-1	Intersection geometry	Intersection geometry - other			\$194542					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
439038-1	Pedestrians and bicyclists	Install sidewalk			\$1003829					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering

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439156-1	Intersection geometry	Intersection geometry - other			\$61137					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
439157-1	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists			\$569009					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439159-1	Intersection traffic control	Intersection traffic control - other			\$45687					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
439368-1	Intersection geometry	Intersection geometry - other			\$610483					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
439415-1	Non-infrastructure	Transportation safety planning			\$44465					0		Other Local Agency	NPV, B/C Ratio, Other	Data	Engineering
439448-1	Intersection geometry	Intersection geometry - other			\$9778					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
439458-1	Access management	Median crossover - relocate existing			\$231					0		Other Local Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
439469-1	Non-infrastructure	Transportation safety planning			\$61830					0		Other Local Agency	NPV, B/C Ratio, Other	Data	Engineering
439470-1	Intersection geometry	Intersection geometry - other			\$263565					0		Other Local Agency	NPV, B/C Ratio, Other	Intersections	Engineering
439488-1	Non-infrastructure	Transportation safety planning			\$763805					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
439489-1	Lighting	Intersection lighting			\$286417					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439490-1	Non-infrastructure	Transportation safety planning			\$923047					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
439496-1	Non-infrastructure	Transportation safety planning			\$563489					0		Other Local Agency	NPV, B/C Ratio, Other	Data	Engineering
439497-1	Shoulder treatments	Shoulder treatments - other			\$450048					0		Other Local Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
439498-1	Intersection geometry	Intersection geometry - other			\$28621					0		Other Local Agency	NPV, B/C Ratio, Other	Intersections	Engineering
439499-1	Non-infrastructure	Transportation safety planning			\$240144					0		Other Local Agency	NPV, B/C Ratio, Other	Data	Engineering

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439500-1	Intersection traffic control	Intersection traffic control - other			\$73791					0		Other Local Agency	NPV, B/C Ratio, Other	Intersections	Engineering
439511-1	Shoulder treatments	Shoulder treatments - other			\$180223					0		Other Local Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
439512-1	Non-infrastructure	Transportation safety planning			\$536310					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
439524-1	Speed management	Speed management - other			\$6583529					0		State Highway Agency	NPV, B/C Ratio, Other	Speeding and aggressive driving	Engineering
439532-1	Shoulder treatments	Shoulder treatments - other			\$991427					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
439532-2	Pedestrians and bicyclists	Install sidewalk			\$262437					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439557-2	Lighting	Intersection lighting			\$381241					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439558-2	Lighting	Intersection lighting			\$294682					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439559-1	Lighting	Intersection lighting			\$176776					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439561-1	Lighting	Intersection lighting			\$12300					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439561-2	Lighting	Intersection lighting			\$371080					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439562-1	Lighting	Intersection lighting			\$115608					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439571-1	Lighting	Intersection lighting			\$235256					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439580-2	Lighting	Intersection lighting			\$25995					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering

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439582-2	Lighting	Intersection lighting			\$19334					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439583-1	Lighting	Intersection lighting			\$84234					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439584-2	Lighting	Intersection lighting			\$348833					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439586-1	Lighting	Intersection lighting			\$112137					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439679-1	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists			\$6799					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439701-1	Non-infrastructure	Transportation safety planning			\$192400					0		Other Local Agency	NPV, B/C Ratio, Other	Data	Engineering
439702-1	Non-infrastructure	Transportation safety planning			\$166200					0		Other Local Agency	NPV, B/C Ratio, Other	Data	Engineering
439763-1	Lighting	Intersection lighting			\$80514					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439764-1	Lighting	Intersection lighting			\$33778					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439765-1	Lighting	Intersection lighting			\$816					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439766-1	Lighting	Intersection lighting			\$1059					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439767-1	Lighting	Intersection lighting			\$265					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439768-1	Lighting	Intersection lighting			\$109944					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439777-1	Non-infrastructure	Transportation safety planning			\$376993					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering

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439782-1	Lighting	Intersection lighting			\$2390					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439783-1	Lighting	Intersection lighting			\$2122					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439784-1	Lighting	Intersection lighting			\$870					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439785-1	Lighting	Intersection lighting			\$23563					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439786-1	Lighting	Intersection lighting			\$721					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439788-1	Lighting	Intersection lighting			\$742					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439789-1	Lighting	Intersection lighting			\$676					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439790-1	Lighting	Intersection lighting			\$851					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439791-1	Lighting	Intersection lighting			\$5805					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439792-1	Lighting	Intersection lighting			\$538					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439793-1	Lighting	Intersection lighting			\$833					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439795-1	Lighting	Intersection lighting			\$982					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439796-1	Lighting	Intersection lighting			\$6855					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439797-1	Lighting	Intersection lighting			\$82562					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering

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439804-1	Lighting	Intersection lighting			\$70888					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439805-1	Lighting	Intersection lighting			\$55554					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439807-1	Lighting	Intersection lighting			\$33059					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439829-1	Lighting	Intersection lighting			\$1345199					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439829-2	Lighting	Intersection lighting			\$2331579					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439829-3	Lighting	Intersection lighting			\$581344					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439842-1	Roadway	Roadway - other			\$85000					0		State Highway Agency	NPV, B/C Ratio, Other	Lane Departure	Engineering
439850-1	Lighting	Intersection lighting			\$179					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439880-1	Lighting	Intersection lighting			\$25454					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439880-3	Lighting	Intersection lighting			\$1253					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439880-4	Lighting	Intersection lighting			\$3412					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439880-5	Lighting	Intersection lighting			\$4488					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439880-6	Lighting	Intersection lighting			\$193					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439880-7	Lighting	Intersection lighting			\$17787					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering

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439881-1	Lighting	Intersection lighting			\$30556					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439881-2	Lighting	Intersection lighting			\$45438					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439881-4	Lighting	Intersection lighting			\$21372					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439881-5	Lighting	Intersection lighting			\$19925					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439883-1	Lighting	Intersection lighting			\$6818					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439883-2	Lighting	Intersection lighting			\$84563					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439883-3	Lighting	Intersection lighting			\$524					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439884-1	Lighting	Intersection lighting			\$4952					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439885-1	Lighting	Intersection lighting			\$14626					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439885-2	Lighting	Intersection lighting			\$76955					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439886-1	Lighting	Intersection lighting			\$1692					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439887-1	Lighting	Intersection lighting			\$48121					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439912-1	Non-infrastructure	Transportation safety planning			\$194065					0		Other Local Agency	NPV, B/C Ratio, Other	Data	Engineering
439913-1	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified			\$177672					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
439916-1	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified			\$383971					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
439920-1	Intersection geometry	Intersection geometry - other			\$220762					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
439922-1	Intersection geometry	Intersection geometry - other			\$150643					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
439924-1	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified			\$244119					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
439985-1	Intersection traffic control	Pavement markings - miscellaneous/other/unspecified			\$189754					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
439986-1	Intersection geometry	Intersection geometry - other			\$398567					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
440072-1	Lighting	Intersection lighting			\$120000					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440073-1	Lighting	Intersection lighting			\$297117					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440074-1	Lighting	Intersection lighting			\$225000					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440075-1	Lighting	Intersection lighting			\$110203					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440076-1	Lighting	Intersection lighting			\$60860					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440077-1	Lighting	Intersection lighting			\$124807					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440078-1	Lighting	Intersection lighting			\$67619					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440079-1	Lighting	Intersection lighting			\$187620					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering



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440080-1	Lighting	Intersection lighting			\$507850					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440081-1	Lighting	Intersection lighting			\$277370					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440082-1	Lighting	Intersection lighting			\$388451					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440083-1	Lighting	Intersection lighting			\$320602					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440084-1	Lighting	Intersection lighting			\$215508					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440085-1	Lighting	Intersection lighting			\$195481					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440086-1	Lighting	Intersection lighting			\$166980					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440087-1	Lighting	Intersection lighting			\$298674					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440088-1	Lighting	Intersection lighting			\$381000					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440116-1	Lighting	Intersection lighting			\$133927					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440117-1	Lighting	Intersection lighting			\$8826					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440118-1	Lighting	Intersection lighting			\$7670					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440119-1	Lighting	Intersection lighting			\$200116					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440120-1	Lighting	Intersection lighting			\$5067					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
440121-1	Lighting	Intersection lighting			\$42361					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440122-1	Lighting	Intersection lighting			\$2965					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440123-1	Lighting	Intersection lighting			\$525					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440124-1	Lighting	Intersection lighting			\$500					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440125-1	Lighting	Intersection lighting			\$92586					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440126-1	Lighting	Intersection lighting			\$90047					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440127-1	Lighting	Intersection lighting			\$419					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440128-1	Lighting	Intersection lighting			\$86723					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440129-1	Lighting	Intersection lighting			\$2227468					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440130-1	Lighting	Intersection lighting			\$209					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440133-1	Lighting	Intersection lighting			\$164809					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440135-1	Lighting	Intersection lighting			\$59422					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440137-1	Lighting	Intersection lighting			\$181158					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440138-1	Lighting	Intersection lighting			\$183640					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
440169-1	Lighting	Intersection lighting			\$170004					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440170-1	Lighting	Intersection lighting			\$149982					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440171-1	Lighting	Intersection lighting			\$144612					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440172-1	Lighting	Intersection lighting			\$147774					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440173-1	Lighting	Intersection lighting			\$139020					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440174-1	Lighting	Intersection lighting			\$153704					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440186-1	Lighting	Intersection lighting			\$286451					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440552-1	Non-infrastructure	Transportation safety planning			\$774247					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
440670-1	Non-infrastructure	Transportation safety planning			\$217103					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
440671-1	Intersection geometry	Intersection geometry - other			\$134336					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
440672-1	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified			\$68053					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
440674-1	Non-infrastructure	Transportation safety planning			\$104955					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
440681-1	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists			\$65629					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440682-1	Non-infrastructure	Transportation safety planning			\$247154					0		Other Local Agency	NPV, B/C Ratio, Other	Data	Engineering

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440684-1	Intersection geometry	Intersection geometry - other			\$112856					0		State Highway Agency	NPV, B/C Ratio, Other	Intersections	Engineering
440688-1	Non-infrastructure	Transportation safety planning			\$99947					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
441050-1	Lighting	Intersection lighting			\$1123					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
441119-1	Non-infrastructure	Transportation safety planning			\$299847					0		State Highway Agency	NPV, B/C Ratio, Other	Data	Engineering
441207-1	Advanced technology and ITS	Dynamic message signs			\$2974					0		State Highway Agency	NPV, B/C Ratio, Other	Multiple	Education
433144-1	Non-infrastructure	Educational efforts			\$6750000					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Education
433144-2	Non-infrastructure	Educational efforts			\$115000					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Education
433144-3	Non-infrastructure	Educational efforts			\$206551					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Education
422814-3	Non-infrastructure	Educational efforts			\$1907457					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Education
434309-1	Pedestrians and bicyclists	Install sidewalk			\$362					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
434343-1	Pedestrians and bicyclists	Install sidewalk			\$771399					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
434497-1	Pedestrians and bicyclists	Install sidewalk			\$1603					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
435477-1	Pedestrians and bicyclists	Install sidewalk			\$1516					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
436708-1	Pedestrians and bicyclists	Install sidewalk			\$1030					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
436709-1	Pedestrians and bicyclists	Install sidewalk			\$64527					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
436710-1	Pedestrians and bicyclists	Install sidewalk			\$569					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
436711-1	Pedestrians and bicyclists	Install sidewalk			\$1893					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
436712-1	Pedestrians and bicyclists	Install sidewalk			\$19101					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
438127-2	Pedestrians and bicyclists	Install sidewalk			\$19067					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
438131-1	Pedestrians and bicyclists	Install sidewalk			\$56000					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439485-1	Pedestrians and bicyclists	Install sidewalk			\$29717					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439493-1	Pedestrians and bicyclists	Install sidewalk			\$148625					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439495-1	Pedestrians and bicyclists	Install sidewalk			\$27434					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439691-1	Pedestrians and bicyclists	Install sidewalk			\$296786					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439692-1	Pedestrians and bicyclists	Install sidewalk			\$199707					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439696-1	Pedestrians and bicyclists	Install sidewalk			\$241777					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439697-1	Pedestrians and bicyclists	Install sidewalk			\$57228					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439698-1	Pedestrians and bicyclists	Install sidewalk			\$535319					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
439699-1	Pedestrians and bicyclists	Install sidewalk			\$379469					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439894-1	Pedestrians and bicyclists	Install sidewalk			\$87149					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
439895-1	Pedestrians and bicyclists	Install sidewalk			\$43088					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440161-1	Pedestrians and bicyclists	Install sidewalk			\$148656					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440162-1	Pedestrians and bicyclists	Install sidewalk			\$42996					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440379-1	Pedestrians and bicyclists	Install sidewalk			\$304078					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440382-1	Pedestrians and bicyclists	Install sidewalk			\$89281					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
440383-1	Pedestrians and bicyclists	Install sidewalk			\$183473					0		State Highway Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering
441478-1	Pedestrians and bicyclists	Install sidewalk			\$133041					0		Other Local Agency	NPV, B/C Ratio, Other	Pedestrians and bicyclists	Engineering

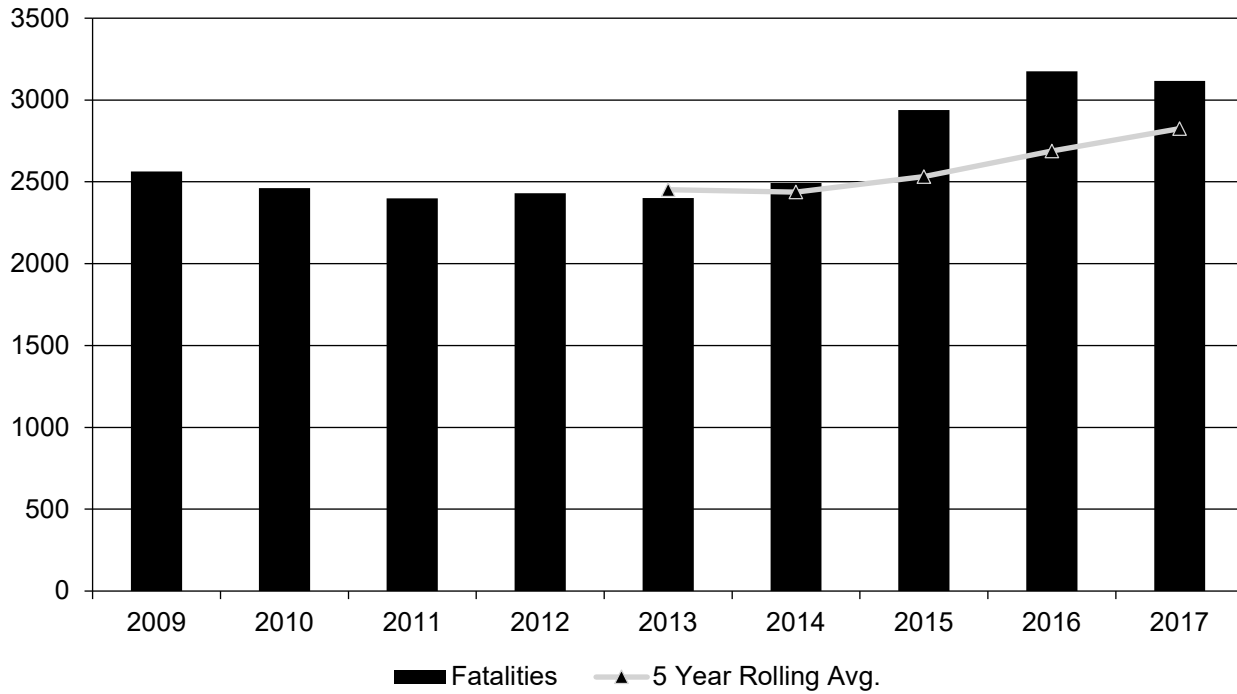
## Safety Performance

### *General Highway Safety Trends*

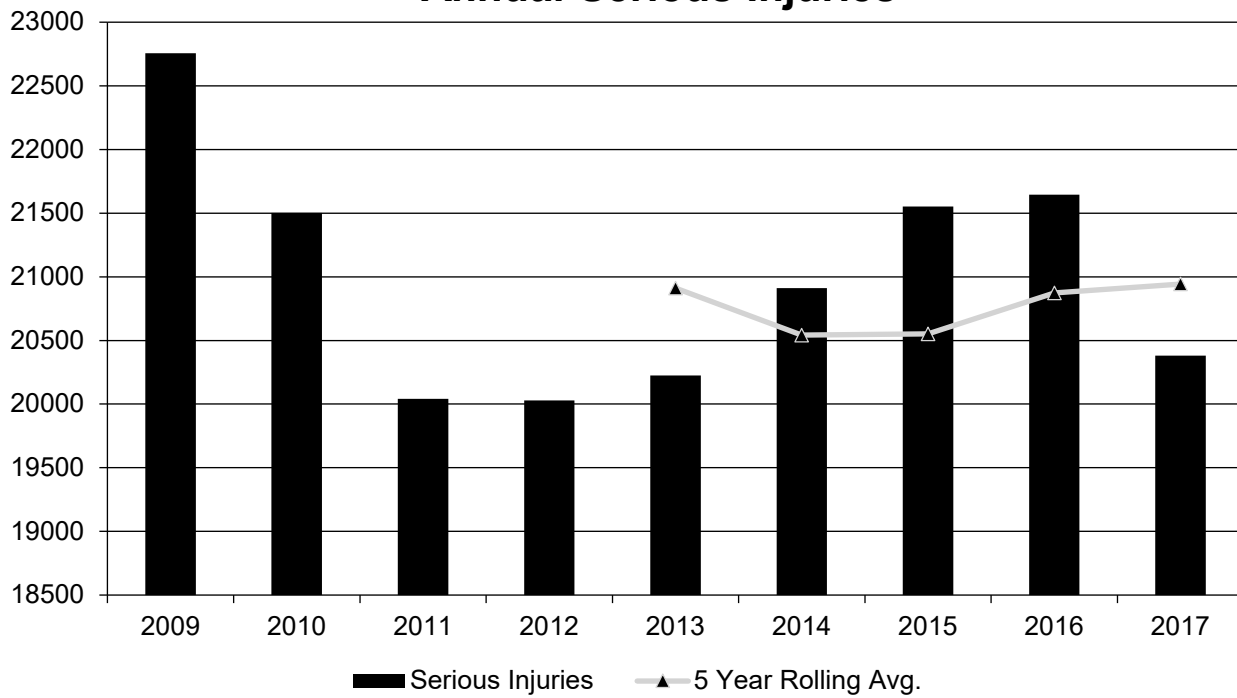
**Present data showing the general highway safety trends in the State for the past five years.**

<b>PERFORMANCE MEASURES</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
Fatalities	2,564	2,461	2,400	2,430	2,402	2,494	2,939	3,176	3,116
Serious Injuries	22,755	21,503	20,042	20,028	20,226	20,912	21,551	21,645	20,380
Fatality rate (per HMVMT)	1.305	1.257	1.251	1.273	1.246	1.241	1.422	1.480	1.424
Serious injury rate (per HMVMT)	11.586	10.985	10.444	10.491	10.496	10.404	10.426	10.084	9.313
Number non-motorized fatalities	587	583	617	589	633	741	785	807	787
Number of non-motorized serious injuries	2,391	2,415	2,206	2,620	2,514	2,563	2,596	2,523	2,414

### Annual Fatalities

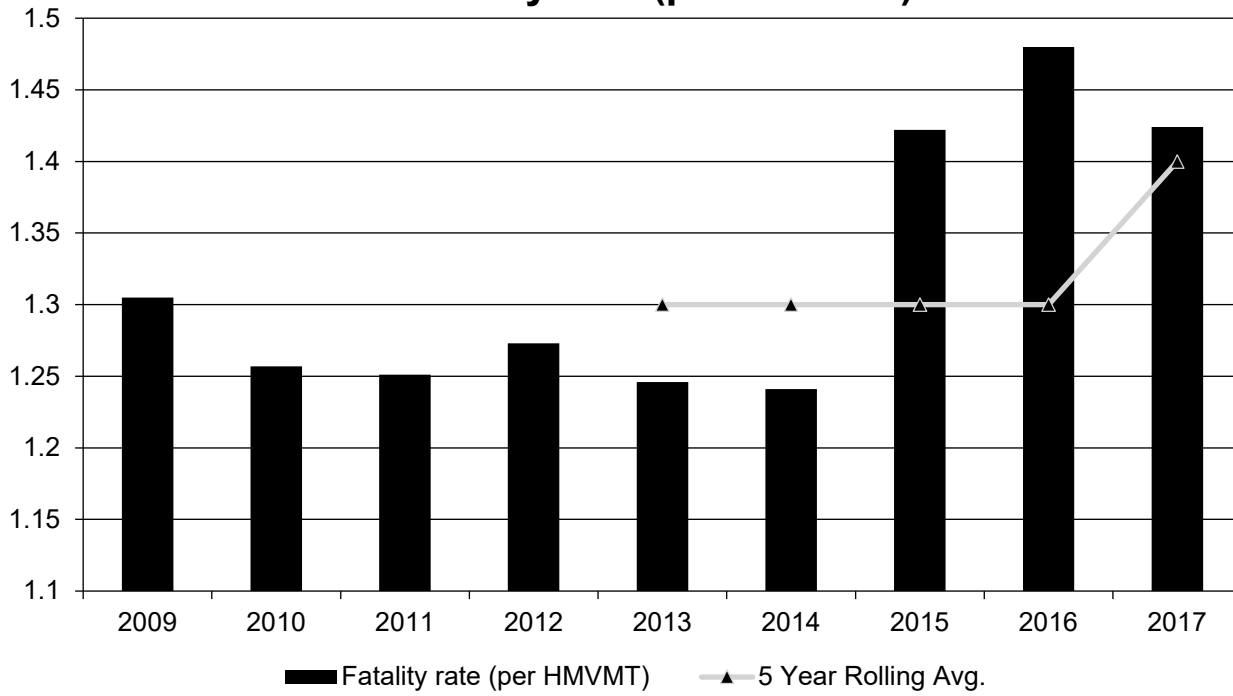


### Annual Serious Injuries

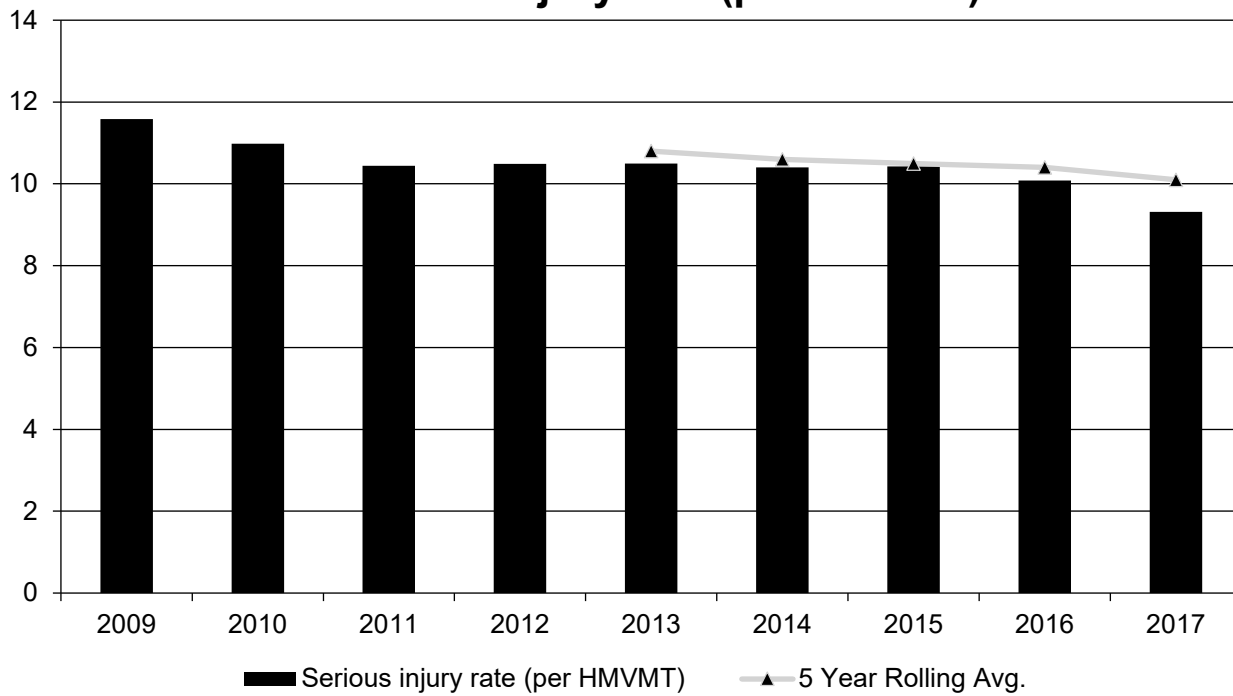




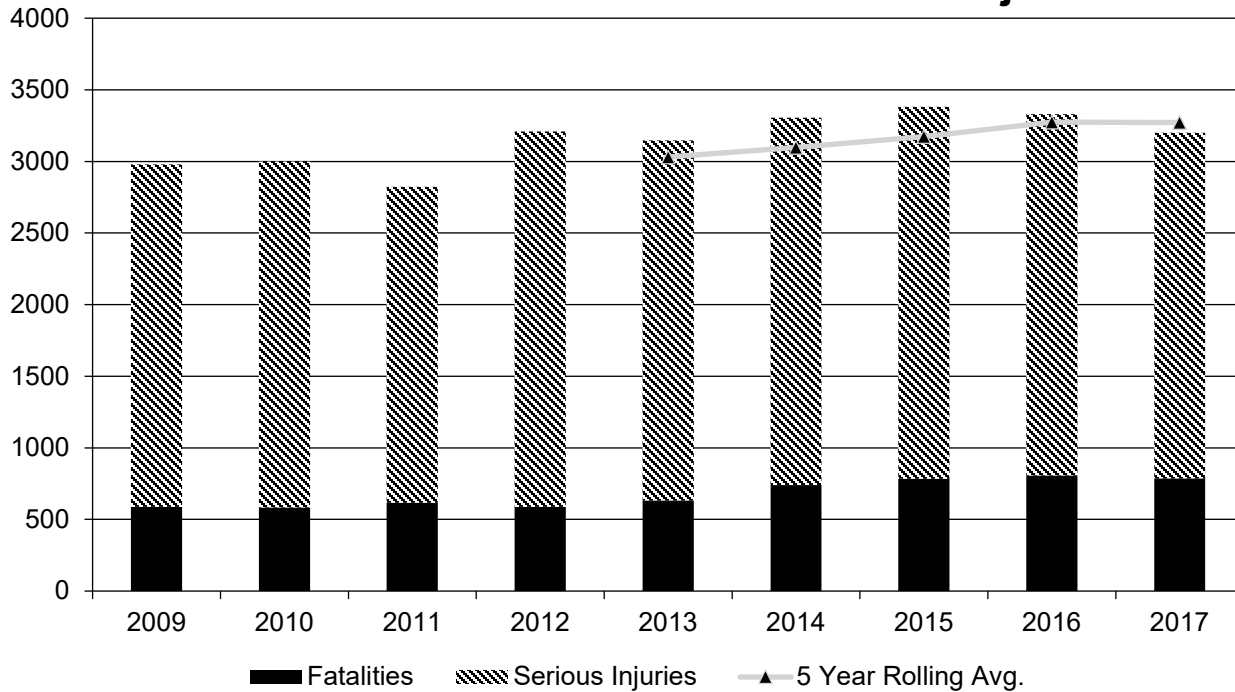
### Fatality rate (per HMVMT)



### Serious injury rate (per HMVMT)



## Non Motorized Fatalities and Serious Injuries



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. The Florida Department of Transportation (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 (FLHSMV), and the Traffic Crash Report published by DHSMV based on the state crash data system.

[Source: Florida Strategic Highway Safety Plan, 2016]

[Source: FDOT State Safety Office, Programs website ( <https://www.fdot.gov/safety/2a-programs/programs.shtm> ), as of 2019-05-06]

[Source: FDOT State Safety Office, Traffic Safety Coalitions website ( <https://www.fdot.gov/safety/safety-coalitions/coalitionsresources.shtm> ), as of 2019-05-06]

[Source: Florida Highway Safety Improvement Program Annual Report, 2018]

[Source: Traffic Crash Facts, 2017]

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[Source: Florida's Integrated Report Exchange System (FIRES) by FLHSMV as of 2019-02-12]

[Source: FDOT Public Mileage Report, 2008-2017]

**Describe fatality data source.**

State Motor Vehicle Crash Database

The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) 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 Florida's Integrated Report System (FIRES). FLHSMV reports fatality data to the Fatality Analysis Reporting System (FARS).

[Source: Traffic Crash Facts Annual Report, 2017]

[Source: Florida's Integrated Report Exchange System, FIRES (<https://www.firesportal.com/Pages/Public/Home.aspx>) as of 2019-02-12]

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

**Year 2017**

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	91.2	411.4	0.92	4.19
Rural Principal Arterial (RPA) - Other Freeways and Expressways	167.8	674.2	7.11	27.64
Rural Principal Arterial (RPA) - Other				
Rural Minor Arterial	80.4	338.6	2.43	10.24
Rural Minor Collector				
Rural Major Collector	36.6	44.2	1.28	
Rural Local Road or Street				
Urban Principal Arterial (UPA) - Interstate	191.2	1,375	0.68	4.85
Urban Principal Arterial (UPA) - Other Freeways and Expressways	87.2	383	0.65	2.88
Urban Principal Arterial (UPA) - Other	836	5,937.6	2	14.46

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<b>Functional Classification</b>	<b>Number of Fatalities (5-yr avg)</b>	<b>Number of Serious Injuries (5-yr avg)</b>	<b>Fatality Rate (per HMVMT) (5-yr avg)</b>	<b>Serious Injury Rate (per HMVMT) (5-yr avg)</b>
Urban Minor Arterial	342	1,681.2	1.57	9.04
Urban Minor Collector				
Urban Major Collector	69.2	91	0.47	1.9
Urban Local Road or Street				

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**Year 2017**

<b>Roadways</b>	<b>Number of Fatalities (5-yr avg)</b>	<b>Number of Serious Injuries (5-yr avg)</b>	<b>Fatality Rate (per HMVMT) (5-yr avg)</b>	<b>Serious Injury Rate (per HMVMT) (5-yr avg)</b>
State Highway Agency	1,984.8	11,363.4	1.35	8.06
County Highway Agency				
Town or Township Highway Agency				
City or Municipal Highway Agency				
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

***Safety Performance Targets***

**Safety Performance Targets**

**Calendar Year 2020 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 forecasted to be between 2,877 and 3,175 in 2020. This forecast was made by combining FARS data

2019 Florida Highway Safety Improvement Program with current state data from 2009 to 2018 to predict probable outcomes for 2019 and 2020. Florida's target for fatalities is zero in 2020. While the data forecast indicates Florida's five year rolling average for fatalities could continue to trend upward in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities.

***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 serious injuries on Florida's roads is forecasted to be between 17,480 and 19,123 in 2020. This forecast was made by combining FARS data with current state data from 2009 to 2018 to predict probable outcomes for 2019 and 2020. Florida's target for serious injuries is zero in 2020. The data forecast indicates Florida's five year rolling average of serious injuries will continue to trend downward in 2019 and 2020. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of serious injuries on Florida's roads.

***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 VMT (vehicle miles travelled) on Florida's roads is forecasted to be between 1.10 and 1.60 in 2020. This forecast was made by combining FARS data with current state data from 2009 to 2018 to predict probable outcomes for 2019 and 2020. Florida's target for fatality rate per 100 million VMT is zero in 2020. While data forecast indicates Florida's fatality rate per 100 million VMT will trend downward in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend and ultimately reduce the fatality rate per 100 million VMT.

***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 serious injury rate per 100 million VMT (vehicle miles travelled) on Florida's roads is forecasted to be between 6.82 and 9.44 in 2020. This forecast was made by using current state data from 2007 to 2017 to predict probable outcomes for 2019 and 2020. Florida's target for serious injury rate per million VMT is zero in 2020. While the data forecast indicates Florida's serious injury rate per 100 million VMT could continue to trend downward in 2019 and 2020. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of serious injuries on Florida's roads.

***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, number of non-motorized fatalities and serious injuries on Florida's roads is forecasted to be between 2,929 and 3,283 in 2020. This forecast was made by combining FARS data with current state data from 2007 to 2018 to predict probable outcomes for 2019 and 2020. Florida's target for number of non-motorized fatalities and serious injuries is zero in 2020. While

## 2019 Florida Highway Safety Improvement Program

the data forecast indicates Florida's number of non-motorized fatalities and serious injuries could continue to trend downward in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend the number of pedestrian fatalities.

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.

### **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 Florida Strategic Highway Safety Plan (SHSP) 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 Florida Transportation Plan (FTP), the State's long-range transportation plan. Stakeholders include: Florida Department of Transportation (FDOT), 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

### **Describe progress toward meeting the State's 2018 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.**

FDOT (Florida Department of Transportation) 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 is our target for fatalities, serious injuries, fatality rate per 100 million VMT (vehicle miles travelled), serious injury rate per 100 million VMT, and non-motorized fatalities and serious injuries.

FDOT received an allocation of approximately \$155 million in HSIP (Highway Safety Improvement Program) funds during the 2018 state fiscal year from July 1, 2018 through June 30, 2019 (see Question 30). FDOT used HSIP funds to complete 391 projects (see Question 29). HSIP projects addressed fatal and serious injuries

2019 Florida Highway Safety Improvement Program through programs in intersection safety, lane departure safety, pedestrian and bicyclist safety, and other programs and SHSP emphasis areas.

A statistical analysis of HSIP funded projects through the history of the Florida HSIP program shows statistically significant crash reduction for fatal, non-fatal injury, rural, night, day, pedestrian, lane departure, and wet-surface crashes (see Question 41).

Statistical data forecasts for five-year rolling averages indicate the following:

- an upward trend in 2019 and 2020 for fatalities,
- a downward trend in 2019 and 2020 for serious injuries,
- a downward trend in 2019 and 2020 for fatality rate per 100 million VMT,
- a downward trend in 2019 and 2020 for serious injury rate per 100 million VMT, and
- a downward trend in 2019 and 2020 for non-motorized fatalities and serious injuries.

Statistical data forecasts for annual values are anticipated as follows:

- a downward trend in 2019 and 2020 for fatalities,
- a downward trend in 2019 and 2020 for serious injuries,
- a downward trend in 2019 and 2020 for fatality rate per 100 million VMT,
- a downward trend in 2019 and 2020 for serious injury rate per 100 million VMT, and
- a downward trend in 2019 and 2020 for non-motorized fatalities and serious injuries.

The FDOT State Safety Office expects the projects chosen to mitigate any upward trends and to enhance any downward trends.

### ***Applicability of Special Rules***

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

**No**

According to Section 148(g)(1) of title 23, United States Code (USC) establishing a High Risk Rural Road (HRRR) Special Rule, the rule is triggered if the fatality rate on rural roads increases over the most recent 2-year period.

The fatality rate per 100 million vehicle miles travelled (VMT) on rural minor collectors, rural major collectors, and rural local roads is 3.86 for 2016 and 3.30 for 2017.

[Source: Federal Highway Administration (FHWA) Memorandum, 23 USC 148(g)(1) High Risk Rural Roads Special Rule, 2017]

[Source: FHWA High Risk Rural Roads ( <https://safety.fhwa.dot.gov/hsip/hrrr/> ), 2018]

[Source: FDOT SSO Staff, 2019]

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

<b>PERFORMANCE MEASURES</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
Number of Older Driver and Pedestrian Fatalities	389	419	409	433	444	554	550



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<b>PERFORMANCE MEASURES</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
Number of Older Driver and Pedestrian Serious Injuries	2,355	2,377	2,402	2,592	2,702	2,824	2,851
Older Population per 1K	3,359	3,509	3,479	3,631	3,735	3,867	4,000

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

[Source: Florida Strategic Highway Safety Plan, 2016]

[Source: FDOT State Safety Office, Programs website ( <https://www.fdot.gov/safety/2a-programs/programs.shtm> ), as of 2019-05-07]

[Source: FDOT State Safety Office, Traffic Safety Coalitions website ( <https://www.fdot.gov/safety/safety-coalitions/coalitionsresources.shtm> ), as of 2019-05-07]

[Source: Florida HSIP Annual Report, 2018]

[Source: Traffic Crash Facts, 2017]

[Source: Florida's Integrated Report Exchange System by FLHSMV as of 2019-02-12]

[Source: University of Florida (UF) Bureau of Economic and Business Research (BEBR) as of 2019-02-12]

## Evaluation

### *Program Effectiveness*

#### **How does the State measure effectiveness of the HSIP?**

- Change in fatalities and serious injuries

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

The Florida Department of Transportation (FDOT) administers programs for lane departure, intersections, and non-motorists (i.e. bicyclists and pedestrians) under the Highway Safety Improvement Program (HSIP). The five-year rolling average of traffic fatalities in Florida continues to trend upward (see Question 30). The five-year rolling average of serious injuries in Florida has a flat overall trend (see Question 30). The five-year rolling average of fatalities rate per 100 million vehicle miles travelled trends upward in 2017 (see Question 30). The five-year rolling average of serious injuries rate per 100 million vehicle miles travelled continues to trend downward (see Question 30). The FDOT State Safety Office expects the projects chosen for funding will mitigate the upward trends for fatalities and enhance downward trends for serious injuries on Florida's roads.

##### LANE DEPARTURE

The five-year rolling average of traffic fatalities attributed to lane departure continues to trend upward (see Question 44). The five-year rolling average of serious injuries attributed to lane departure has an overall trend upward (see Question 44). The five-year rolling average for fatalities rate per 100 million vehicle miles attributed to lane departure has an overall trend upward (see Question 44). The five-year rolling average for serious injuries per 100 million vehicle miles attributed to lane departure has an overall trend downward (see Question 44). The FDOT State Safety Office expects the projects chosen for funding will mitigate the upward trends and enhance downward trends related 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 44). The five-year rolling average of serious injuries attributed to intersections continues to trend downward (see Question 44). The five-year rolling average for fatalities rate per 100 million vehicle miles attributed to intersections has an overall trend upward with an emerging plateau (see Question 44). The five-year rolling average for serious injuries rate per 100 million vehicle miles attributed to intersections continues to trend downward (see Question 44). 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 44). The five-year rolling average of serious injuries attributed to non-motorists has an overall trend upward (see Question 44). The five-year rolling average for fatalities rate per

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100 million vehicle miles attributed to non-motorists continues to trend upward (see Question 44). 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 44). 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.

### TESTS OF SIGNIFICANCE

FDOT uses the Poisson Comparison of Mean Test to evaluate HSIP projects with statistical significance. The test determines whether crash reduction is significantly better, significantly worse, or exhibits no significant change. Furthermore, FDOT uses all injury severities for the Poisson Comparison of Mean Test. The results are included in this section to provide additional background information regarding program level evaluations based on project evaluations.

FDOT considers 18 crash classifications which include total, fatal, injury (i.e. possible, non-incapacitating, serious), property damage only (PDO), urban, rural, night, day, rear-end, angle, left-turn, right turn, sideswipe, fixed-object, head-on, pedestrian, ran-off-road, and wet surface. FDOT included HSIP projects for which construction began and finished between 2004 and 2018 and for which 3 years of crash data exists before and after.

Regarding all HSIP programs combined, crash reduction for fatal, injury, rural, and ran-off-road crashes is significantly better. Crash reduction for PDO, urban, rear-end, angle, left turn, right turn, sideswipe, head on, and wet surface crashes is significantly worse. There is no significant change for total, night, day, fixed object, and pedestrian crashes.

Regarding Intersection HSIP program projects, crash reduction for total, fatal, injury, day, angle, and pedestrian crashes is significantly better. Crash reduction for rear-end, right turn, and sideswipe crashes is significantly worse. There is no significant change for urban, rural, night, left turn, fixed object, head on, ran-off-road, and wet surface crashes.

Regarding Lane Departure HSIP program projects, crash reduction for fatal, injury, rural, and ran-off-road crashes is significantly better. Crash reduction for PDO, urban, rural, rear-end, angle, left turn, right turn, sideswipe, fixed object, head on, ran-off-road, and wet surface crashes is significantly worse. There is no significant change for total, night, day, and pedestrian crashes.

Regarding Pedestrian and Bicyclist Safety HSIP program projects, crash reduction for injury, left turn, and fixed object crashes is significantly better. Crash reduction for total, PDO, urban, day, angle, right turn, and head on crashes is significantly worse. There is no significant change for fatal, night, rear-end, sideswipe, pedestrian, ran-off-road, and wet surface crashes.

Regarding projects spanning multiple HSIP programs, crash reduction for injury and angle crashes is significantly better. There is no significant change for total, PDO, urban, night, day, rear-end, left turn, right turn, sideswipe, fixed object, head on, pedestrian, and wet surface crashes.

### **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

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]

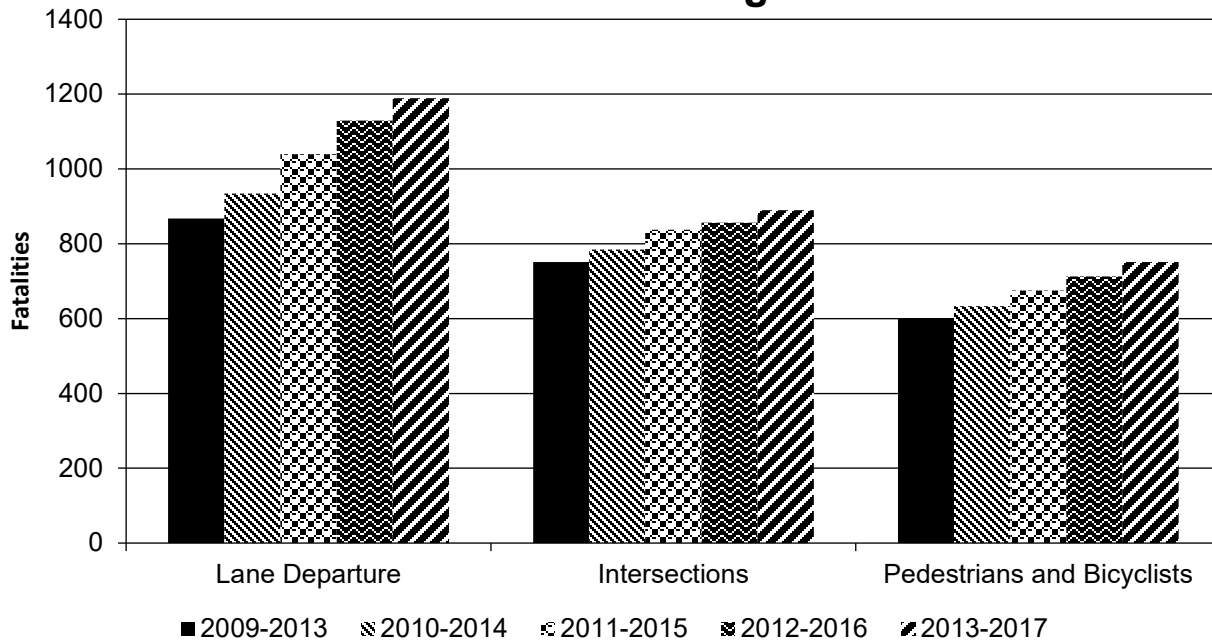
***Effectiveness of Groupings or Similar Types of Improvements***

**Present and describe trends in SHSP emphasis area performance measures.**

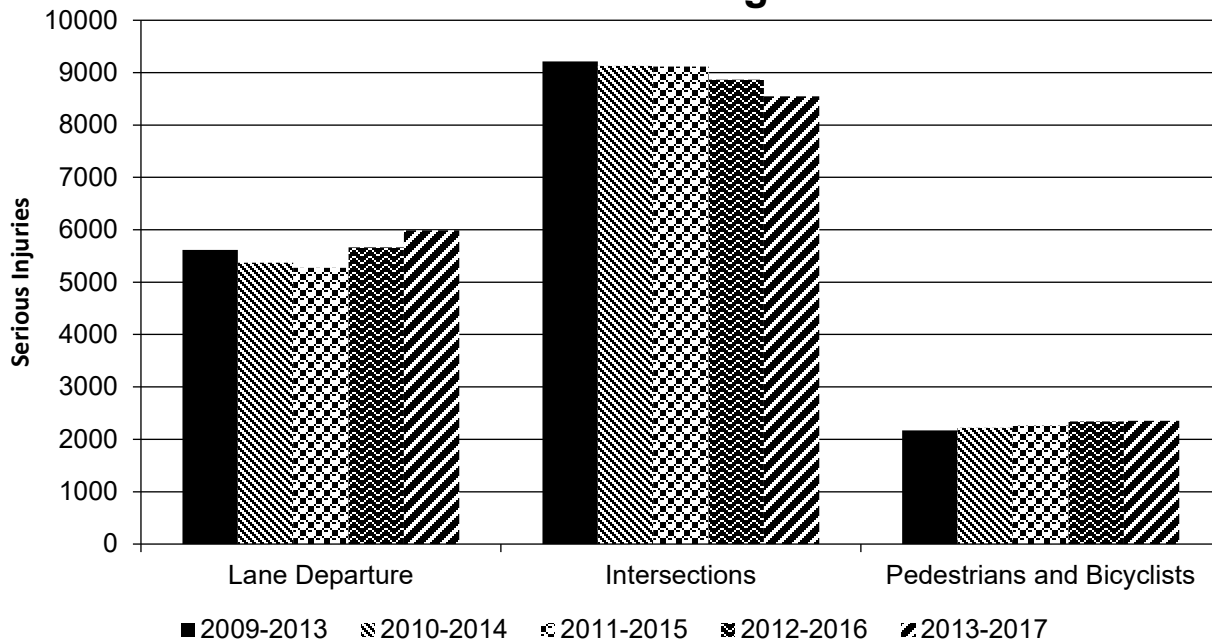
**Year 2017**

<b>SHSP Area</b>	<b>Emphasis</b>	<b>Targeted Crash Type</b>	<b>Number of Fatalities (5-yr avg)</b>	<b>Number of Serious Injuries (5-yr avg)</b>	<b>Fatality Rate (per HMVMT) (5-yr avg)</b>	<b>Serious Injury Rate (per HMVMT) (5-yr avg)</b>	<b>Other 1</b>	<b>Other 2</b>	<b>Other 3</b>
Lane Departure			1,189.4	5,985.6	0.57	2.88	0	0	0
Intersections			890	8,545.8	0.43	4.16	0	0	0
Pedestrians and Bicyclists			751	2,350.4	0.36	1.14	0	0	0

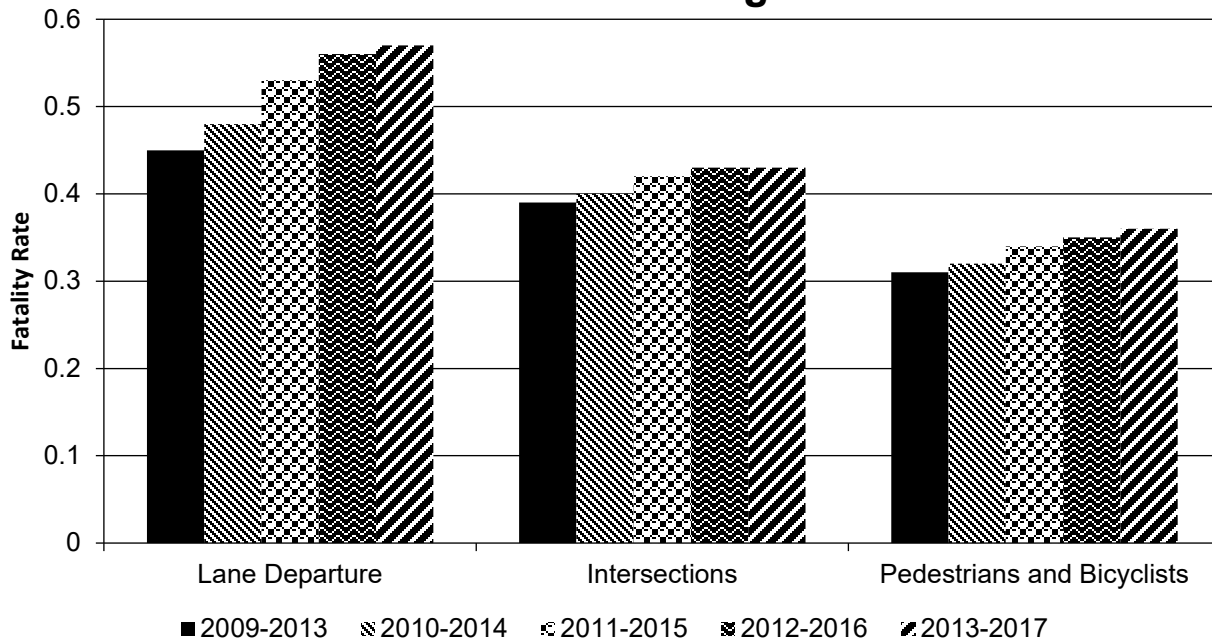
### Number of Fatalities 5 Year Average



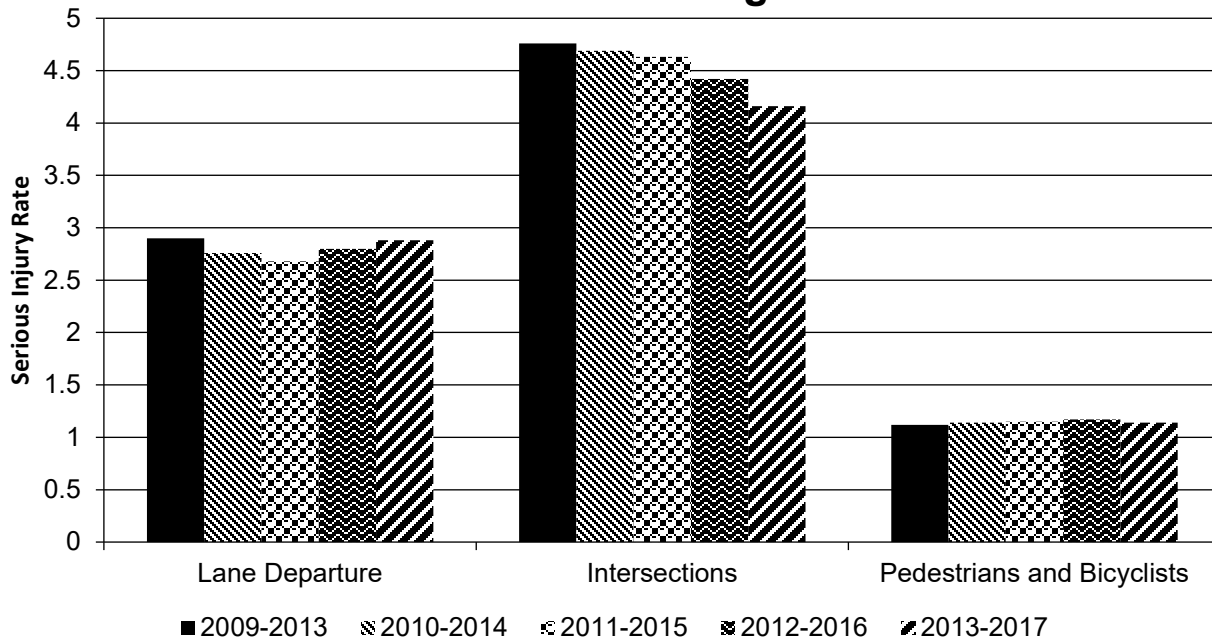
### Number of Serious Injuries 5 Year Average



### Fatality Rate (per HMVMT) 5 Year Average



### Serious Injury Rate (per HMVMT) 5 Year Average



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

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[Source: Florida Highway Safety Improvement Program Annual Report, 2018]

[Source: Traffic Crash Facts, 2017]

[Source: Florida's Integrated Report Exchange System by FLHSMV as of 2019-05-08]

[Source: FDOT Public Mileage Report, 2008-2017]

**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 2019 - crf all (2019-04-29).xlsx

***Project Effectiveness***

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



## 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

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

ROAD TYPE	MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE
ROADWAY SEGMENT	Segment Identifier (12)	100	100						100		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								
	Surface Type (23)	100	100								
	Begin Point Segment Descriptor (10)	100	100						100		
	End Point Segment Descriptor (11)	100	100						100		
	Segment Length (13)	100	100								
	Direction of Inventory (18)	100	100								
	Functional Class (19)	100	100						100		100
	Median Type (54)	100	100								
	Access Control (22)	100	100								
One/Two Way Operations (91)	100	100									

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ROAD TYPE	MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
	Number of Through Lanes (31)	100	100								
	Average Annual Daily Traffic (79)	100	100						100		
	AADT Year (80)	100	100								
	Type of Governmental Ownership (4)	100	100								
<b>INTERSECTION</b>	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)										
	Intersection/Junction Traffic Control (131)				100						
	AADT for Each Intersecting Road (79)			100	100						
	AADT Year (80)			100	100						
	Unique Approach Identifier (139)			100	100						
<b>INTERCHANGE/RAMP</b>	Unique Interchange Identifier (178)										
	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				

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ROAD TYPE	MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
	Roadway Type at Beginning of Ramp Terminal (195)					100	100				
	Roadway Type at End Ramp Terminal (199)					100	100				
	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				
<b>Totals (Average Percent Complete):</b>		<b>100.00</b>	<b>100.00</b>	<b>75.00</b>	<b>87.50</b>	<b>90.91</b>	<b>90.91</b>	<b>0.00</b>	<b>55.56</b>	<b>0.00</b>	<b>40.00</b>

\*Based on Functional Classification

**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 2019-06-11]

[Source: FDOT Research Center, Documents and Publications ( <https://www.fdot.gov/research/documents.shtm> ), as of 2019-06-12]

[Source: FDOT State Safety Office Staff, 2019]

[Source: FDOT Transportation Data and Analytics Staff, 2019]

**Did the State conduct an HSIP program assessment during the reporting period?**

Florida is committed to continual improvement of safety improvement processes to realize a vision of zero fatalities or serious injuries. The Florida Department of Transportation (FDOT) coordinated with the Federal Highway Administration (FHWA) and some safety partners to review the Florida HSIP process for possible long-term improvements. Recommendations addressed crash data, Highway Safety Manual (HSM) implementation, expansion of American

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Association of State Highway Transportation Officials (AASHTO)Ware Safety Analyst or similar analysis tools, expansion of Pedestrian Bicyclist Crash Analysis Tool (PBCAT) or similar analysis tools for non-motorist safety, and regular Florida HSIP Manual updates. In general, the assessment found the Florida HSIP process to be advanced and mature with opportunities to standardize across FDOT Districts for consistency.

[Source: FHWA EDC DDSA Recommendation to Improve FDOT's HSIP Process, Memorandum, Ref: 38525.00, 2019]

## 2019 Florida Highway Safety Improvement Program

### **Optional Attachments**

#### Program Structure:

fdotorganizationchart 2019.pdf  
ITS\_Strategic\_Plan\_FINAL\_v2\_2014.pdf  
fdot-cav-business-plan-2019.pdf  
2015fdothsmuserguide.pdf  
florida\_hsip\_manual\_v2019\_(2019-05-29).pdf  
FL HSIP Guideline 1991.pdf

#### Project Implementation:

#### Safety Performance:

#### Evaluation:

hsip 2019 - project evaluation (2019-05-28).xlsx  
hsip 2019 - crf all (2019-04-29).xlsx  
hsip 2019 - crash historical project list (2019-04-29).xlsx

#### Compliance Assessment:

FDOT\_HSIP\_Recommendations\_Memo.pdf

## 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.