

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
HIGHWAY SAFETY CONCEPT PAPER

500-065-17
SAFETY
12/14

Applicant Agency: Gainesville Police Department

Implementing Agency: Gainesville Police Department

Concept Paper Title: City of Gainesville Motorcycle/Scooter Safety and Education Program

Amount Requested: \$60,900

Priority Area for Concept Paper (Select Only One):

- | | |
|---|--|
| <input type="checkbox"/> Aging Road Users | <input type="checkbox"/> Pedestrian and Bicycle Safety |
| <input type="checkbox"/> Community Traffic Safety Outreach | <input type="checkbox"/> Planning and Administration (FDOT Only) |
| <input type="checkbox"/> Distracted Driving | <input type="checkbox"/> Police Traffic Services |
| <input type="checkbox"/> Impaired Driving | <input type="checkbox"/> Public Traffic Safety Professionals Training |
| <input checked="" type="checkbox"/> Motorcycle Safety | <input type="checkbox"/> Speed/Aggressive Driving |
| <input type="checkbox"/> Occupant Protection and Child Passenger Safety | <input type="checkbox"/> Teen Driver Safety |
| <input type="checkbox"/> Paid Media (FDOT Only) | <input type="checkbox"/> Traffic Records |
| | <input type="checkbox"/> Traffic Records Coordinating Committee (TRCC) |

Type of Project (Select Only One):

- Local Statewide

Type of Request (Select Only One):

- Initial Continuation – Year 2

Previous Year's Project Number (if Continuation):

MC-16-10-07

Ranking (if Local Project):

- City – 2 of 31 County - _____ of _____

OR Identified Need (Data outside of Fatalities and Injuries)

Head of Agency:

Name: Tony Jones

Title: Chief

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Phone: (352) 393-7502 Extension: _____

E-Mail: ionestr@cityofgainesville.org

Project Contact:

Name: Joe Raulerson

Title: Lieutenant

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FDOT USE ONLY:

Concept Paper Number: 194

Postmark Date: _____

Date Received: _____

Entered Into Database: _____

Assigned Priority Area: _____

Planner Assigned: _____

Date Assigned: _____

Planner Received: _____

Statement of the Problem: (Provide details about the traffic safety problem that you want to address.)

Motorcycle related fatalities, serious injuries, and crashes are a serious concern in the State of Florida. In 2015 alone, the State of Florida encountered 10,169 motorcycle crashes and 543 fatalities according to the FIRES portal. Gainesville ranks 8 out of 31 cities on the 2017 Highway Safety Matrix Ranking of Florida cities for fatal and injury motorcycle crashes for populations of 75,000 and above (during 2010-2014). NHTSA 2013 data shows that in 2013, 4,668 motorcyclists were killed in motor vehicle accidents or 14% of all roadway fatalities. The State of Florida continues to see a large amount of motorcycle riders killed.

Gainesville and Alachua County are not isolated from traffic crashes and traffic fatalities being a regional hub and centrally located. Gainesville is a sports destination bringing in over 100,000 people for gatornationals and tens of thousands to the University of Florida for various events. Gainesville is centrally located and like most of Florida has an extremely large number of motorcycle enthusiast events. Motorcyclist are considered a vulnerable road user in the State of Florida and is separated in the Strategic Highway Safety Plan as an emphasis area.

Motorcycle crashes increased from 67 in 2014 to 79 in 2015 or a 17.9% increase using data in the FIRES portal. In 2013, 40% (49) of the motorcyclist that crashed were not wearing a helmet. Moped/scooter crashes in the City of Gainesville are serious in nature with scooter/moped crashes increasing from 79 in 2014 to 95 in 2015 or a 20.25% increase. 71% (68) of the moped/scooter crashes in 2015 resulted in injury and 81% (61) were not wearing a helmet in 2013.

Supporting Data: (Include at least three years of crash, injury, fatality, and citation data, to show the extent of the problem. If outside the top 25% for your city or county, provide further details to support your identified need.)

Year	2013	2014	2015
Traffic Crashes	5121	4319	5172
Motorcycle crashes	107	73	91
Motorcycle injuries	82	59	61
Scooter crashes	68	79	95
Scooter injuries	56	62	68
Traffic Fatalities	9	8	8
Motorcycle/scooter Fatal	2	2	1
County Fatalities	34	30	32

Data obtained by Signal Four Analytics and Gainesville Police Department Records Management System (RMS)

<https://firesportal.com> and http://www.ghsa.org/html/files/pubs/spotlights/motorcycles_2014.pdf

Proposed Solution: (Provide the specific countermeasure(s), chapter, and section you plan on implementing from the NHTSA Countermeasures That Work guide, found at: <http://www.ghsa.org/html/publications/countermeasures.html>. Explain how the countermeasure(s) that you plan to implement will address the problem and how the funding that you have requested will support those countermeasure(s). If no NHTSA countermeasure(s) exist, explain the basis of your selected strategy and how it will be effective.)

Motorcycle rider education and training is identified by the National Highway Traffic Safety Administration (NHTSA) as being in the top 11 focus areas of the 2012 Florida Strategic Highway Safety Plan. To address the growing problem of motorcycle crashes, fatalities, and injuries, the Gainesville Police Department seeks to implement the Safe Motorcycle and Rider Techniques (SMART) training program similar to the one from Osceola County. This six hour course was developed by the Osceola County Sheriff's Office in 2011 and is highly supported by the University of South Florida's Center for Urban Transportation Research.

The program was designed around skill sets taken from the Basic Police Motorcycle Operators Course. The instructor ratio is no less than 1-6 with one lead instructor. Each class will hold a maximum of 24 students in an effort to maximize saddle time and course repetition without creating undue fatigue. There are six stations that emphasize fundamental principles and that have real world applications. Each station is 45 minutes long with a 15 minute break in between stations. During each break there will be an additional five minutes of instruction on a relevant motorcycle operation topic. The breaks are designed as a working break in which questions and additional comments can be addressed.

The objectives stress four areas that can be applied to virtually any and all aspects of motorcycle riding:

- To demonstrate the proper use of head and eyes when turning
- To demonstrate the ability to dip the motorcycle in order to facilitate transitioning
- To demonstrate the proper manipulation of clutch, throttle, and break in order to work in the gray area
- To demonstrate the importance of leaning the bike in order to make a tighter turn

The course stresses fundamental principles by putting them into action and practice. The student will learn the following:

- 2X4 Board Drill and Figure Eight
- Offset
- U-turn
- Intersection (Iron Cross)
- Curve Negotiation
- Brake and Escape

There are five minute group classes which will consist of:

- Picking up motorcycle
- T-CLOCK
- Importance of head and eyes
- Group riding
- Pulling up to a red light

The course is designed to build great relationships with motorcyclists while improving riding skills for real life situations in order to reduce motorcycle crashes, fatalities, and injuries. The difference in riding skill is measurable and immediate by the end of the day. Upon receiving group and individual safe riding instruction, the student will be able to demonstrate safe motorcycle riding techniques by negotiating commonly found street riding situations in a controlled and skill oriented manner.

Our agency will also work on an action plan partnering with the University Police Department to engage students on scooter safety an increased helmet use.

The Gainesville Police Department will also use grant funds to conduct at the three high visibility motorcycle/scooter enforcement operations per month. The details will focus on helmet use and other traffic infractions concentrating on motorcycle and scooter safety.

Sustainability: (If local project, provide details about how you plan to continue the safety efforts after the initial funding period has ended. If you cannot continue the safety efforts, provide details about what will prevent you from continuing. Does not apply to statewide projects.)

The Gainesville Police Department is committed to reducing the numbers of crashes, fatalities, injuries, and the severity of injuries on the highways, streets and roadways. GPD will continue to have a traffic unit including a dedicated DUI enforcement officer to enforce all traffic laws in the city limits of Gainesville. This dedicated unit allows for dedicated enforcement efforts.

The Gainesville Police Department understands the importance of motorcycle and scooter safety. These vulnerable road users will continue to receive education efforts along with high intensity enforcement along the major roadways near the University of Florida campus which sees the largest amount of these type crashes. If funding is not provided the police department would seek other funding to provide the training.

The Gainesville Police Department will continue to partner with local resources such as Community Traffic Safety Teams, and the Florida Department of Transportation Law Enforcement Liaison, community organizations, and local media outlets. The Gainesville Police Department will also participate in all statewide public awareness and enforcement campaigns and law enforcement challenges (Florida Law Enforcement Challenge, Click It or Ticket Challenge) sponsored by the FDOT Safety Office.

Project Objectives: (List the short term objectives that you have for the project. All objectives must be quantifiable, such as, "To reduce the number of crashes by 5% compared to the 3 year average of the most recent data by conducting 12 sobriety checkpoints during the sub-grant period; Providing 12 public education outreach events in the community during the sub-grant period.")

Working toward the stated goal the Gainesville Police Department will:

To conduct a minimum of 12 SMART training courses

To train a minimum of 160 motorcycle riders

Reduce the number of traffic crashes by 2%.

Reduce the number of motorcycle-related traffic crashes by 2%.

Reduce the number of scooter/moped-related traffic crashes by 2%

Reduce the number of scooter/moped-related traffic fatalities by 2%.

Reduce the number of injuries in traffic crashes by 2%.

Use Police Beat and other Social networking tools to raise awareness to the Public about motorcycle and scooter laws using the ride smart program model.

Increase motorcycle and scooter/moped citations by 5%

Distribute educational material during operations explaining safe riding and promote helmet use.

Evaluation: (Explain how you will determine each project objective has been met by using one or more of the following methods: Formative, Process/Administrative, Impact, and Outcome. Details about the four methods of evaluation can be found at <http://www.dot.state.fl.us/safety/3-Grants/Grants-Home.shtm>)

Production data for each quarter of the program's calendar year will be measured against data from the corresponding time period of the previous year. Objectives not meeting projections will be prioritized in terms of resource deployment and operational consideration.

Conduct weekly "Tactical Briefing" sessions for the Traffic safety Team (similar to Compstat)

Record the number of total stops, seatbelt UTC, child safety seat UTC, Total UTC, motorcycle citations, and total arrests.

Record the total number of presentations made by the City of Gainesville motorcycle/scooter Safety and Enforcement Program to include local schools and the total number of college and high school students reached.

Training is conducted in a closed course instructed by highly trained law enforcement motor officers using the very same techniques that place them in the top 5% of all riders. Each student receives individualized attention which positively reinforces the skill sets the course tries to improve. The previous year's numbers will be used as a base line to measure the overall effectiveness of the additional enforcement efforts

CONCEPT PAPER BUDGET

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List each item for which you are requesting funding and the estimated cost of the item(s). Any matching funds that can be provided from other sources should be listed in the Match section. Equipment that has a per unit cost of \$1,000 or more should be listed in the Operating Capital Outlay section.

BUDGET CATEGORY	TOTAL	FEDERAL FUNDING	MATCH	
			STATE	LOCAL
A. Personnel Services				
Overtime Wages plus benefits	\$45,600	\$45,600	\$0	\$0
	\$ 0	\$0	\$0	\$0
	\$ 0	\$0	\$0	\$0
	\$ 0	\$0	\$0	\$0
	\$ 0	\$0	\$0	\$0
	\$ 0	\$0	\$0	\$0
	\$ 0	\$0	\$0	\$0
	\$ 0	\$0	\$0	\$0
	\$ 0	\$0	\$0	\$0
	\$ 0	\$0	\$0	\$0
	\$ 0	\$0	\$0	\$0
	\$ 0	\$0	\$0	\$0
Subtotal	\$45,600	\$45,600	\$ 0	\$ 0
B. Contractual Services				
Instructors for SMART	\$7,200	\$7,200	\$0	\$0
	\$ 0	\$0	\$0	\$0
	\$ 0	\$0	\$0	\$0
	\$ 0	\$0	\$0	\$0
	\$ 0	\$0	\$0	\$0
Subtotal	\$7,200	\$7,200	\$ 0	\$ 0
C. Expenses				
Printing	\$6,000	\$6,000	\$0	\$0
Cones	\$1,500	\$1,500	\$0	\$0
DVD's	\$ 600	\$600	\$0	\$0
	\$ 0	\$0	\$0	\$0
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	\$ 0	\$0	\$0	\$0
Subtotal	\$8,100	\$8,100	\$ 0	\$ 0

CONCEPT PAPER BUDGET

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BUDGET CATEGORY	TOTAL	FEDERAL FUNDING	MATCH		
			STATE	LOCAL	
D. Operating Capital Outlay	\$ 0	\$0	\$0	\$0	
	\$ 0	\$0	\$0	\$0	
	\$ 0	\$0	\$0	\$0	
	\$ 0	\$0	\$0	\$0	
	\$ 0	\$0	\$0	\$0	
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	\$ 0	\$0	\$0	\$0	
	\$ 0	\$0	\$0	\$0	
	\$ 0	\$0	\$0	\$0	
	\$ 0	\$0	\$0	\$0	
	Subtotal	\$ 0	\$ 0	\$ 0	\$ 0
	E. Indirect Cost	\$ 0	\$0	\$0	\$0
		\$ 0	\$0	\$0	\$0
		\$ 0	\$0	\$0	\$0
Subtotal		\$ 0	\$ 0	\$ 0	
Total Cost of Project	\$60,900	\$60,900	\$ 0	\$ 0	