

The background features a stylized map of Florida in shades of green and blue. Overlaid on the map are several circular callouts containing images: a driver in a car, a person holding a drink and keys, a motorcycle accident, and a construction worker with a stop sign. The text 'FLORIDA STRATEGIC HIGHWAY SAFETY PLAN' is prominently displayed in white and yellow.

FLORIDA STRATEGIC HIGHWAY SAFETY PLAN

Florida Strategic Highway Safety Plan – 2016 Update

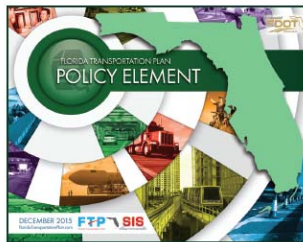
Joe Santos, PE

State Safety Engineer, Florida Department of
Transportation

FDOT D7 Local Agency Traffic Safety Academy

February 15, 2017

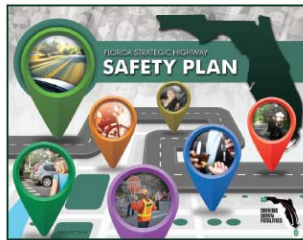
FL SHSP: Part of a bigger plan.



Florida Transportation Plan Policy Element December 2015

The Florida Transportation Plan (FTP) is the single overarching statewide plan guiding Florida's transportation future. It is a plan for all of Florida, created by, and providing direction to, the Florida Department of Transportation (FDOT) and all organizations that are involved in planning and managing Florida's transportation system, including statewide, regional, and local partners. The FTP includes a 50-year Vision Element, a 25-year Policy Element, and a five-year Implementation Element.

www.floridatransportationplan.com



Florida Strategic Highway Safety Plan August 2016

The Strategic Highway Safety Plan (SHSP) was developed as a part of the FTP Implementation Element to address highway safety and aligns with the FTP Vision Element and FTP Policy Element. The SHSP is a statewide, data-driven safety plan for all of Florida's road users. The plan is the state's five-year comprehensive roadway safety plan for achieving Florida's vision of zero traffic-related fatalities. The SHSP includes 13 Emphasis Areas that guide Florida's safety efforts.

www.fdot.gov/safety/



For more information regarding the Strategic Highway Safety Plan please contact:

FDOT Safety Office
(850) 414-3100

www.fdot.gov

For more information on the Florida Transportation Plan please contact:

FDOT Office of Policy Planning
(850) 414-4800

Florida Transportation Plan and Strategic Highway Safety Plan

Florida Transportation Plan Policy Element December 2015

- Single overarching statewide plan guiding Florida's transportation future
- Created by, and providing direction to, the Florida Department of Transportation (FDOT) and all organizations that are involved in planning and managing Florida's transportation system, including statewide, regional, and local partners.

Florida Strategic Highway Safety Plan August 2016

- Developed as a part of the FTP Implementation Element
- Statewide, data-driven safety plan for all of Florida's road users.
- five-year comprehensive roadway safety plan for achieving Florida's vision of zero traffic-related fatalities
- The SHSP includes 13 Emphasis Areas that guide Florida's safety efforts.

Safety Partners

FDOT
DHSMV
FHP
FSA
FPCA
MPOAC
FRE
FACERS
FHWA
NHTSA
FMCSA



Traffic Safety Partner Pledge

Vision:
A Fatality Free Transportation System

We support the national vision of **"Toward Zero Deaths"**

We share the vision of a **fatality-free roadway system**

We serve as **ambassadors of traffic safety**, including the promotion of the Strategic Highway Safety Plan and its goals


Jim Baxold, Secretary
Florida Department of Transportation


Terry L. Rhodes, Executive Director
Florida Department of Highway Safety and Motor Vehicles


Colonel Gene Spaulding, Director
Florida Highway Patrol


Sheriff Bobby Schultz, Chairman
Florida Sheriffs Association


Chief Brett Railey, President 2015-2016
Florida Police Chiefs Association


Mayor Susan Haynie, Chair
Metropolitan Planning Organization Advisory Council


Tom Byron, P.E., Executive Director
Florida Rail Enterprise


Ramon D. Gavarrete, P.E., Past-President
Florida Association of County Engineers and Road Superintendents


James Christian, Division Administrator
Federal Highway Administration


Carmen Hayes, Regional Administrator
National Highway Traffic Safety Administration


Jeff Sanderson, Division Administrator
Federal Motor Carrier Safety Administration

Introduction

- Florida shares the national traffic safety vision
- SHSP is a statewide plan focused on 13 Emphasis Areas



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How was the Strategic Highway Safety Plan developed?

How Was the Strategic Highway Safety Plan Developed?

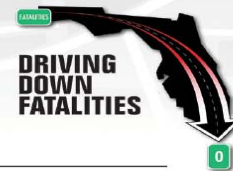
The 2016 SHSP was updated through collaboration with Florida's safety partners. It is aligned with and builds on the recently adopted FTP, the state's long-range transportation plan. Both the FTP and the SHSP share the vision of a fatality-free roadway system to protect Florida's 20 million residents and more than 105 million annual visitors.

The SHSP update process included:

- Analysis of safety data collected by FDOT, the Florida Department of Highway Safety and Motor Vehicles (DHSMV), and other sources to identify trends in the number of traffic fatalities and serious injuries and factors often associated with these events. All data presented in the SHSP are from DHSMV for 2011 to 2015 unless otherwise noted. This plan was developed using the most recent data available at the time of plan approval.
- Consideration of extensive partner and public input gathered through the FTP update process in 2015. This process engaged more than 15,000 participants through a 35-member Steering Committee, four advisory groups, three statewide events, 13 regional forums and workshops, and more than 350 partner briefings. This input reaffirmed the state's commitment to maintaining a safe and secure transportation system for residents, visitors, and businesses. The process also highlighted several safety issues of concern to the public, including bicycle and pedestrian safety, commercial vehicles, the impacts of changing technologies, and the role of design and operational decisions in creating a safe environment.
- Coordination with eight strategic safety coalitions representing statewide, regional, and local partners from both the public and private sectors. These coalitions provided targeted input on the emphasis areas specifically related to their current strategic plans, and defined key strategies for the next five years.
- Coordination with Florida's 27 metropolitan planning organizations (MPOs), including review of safety-related goals, objectives, and strategies in MPO plans and targeted outreach sessions through Florida's Metropolitan Planning Organization Advisory Council.
- Review and approval by:

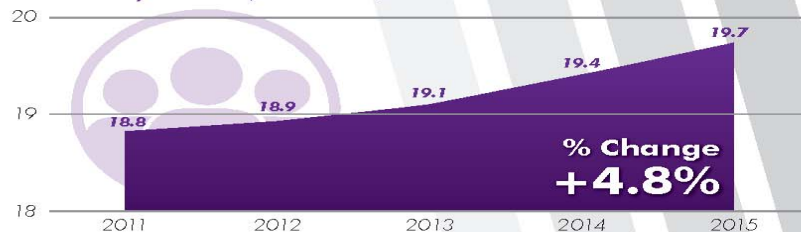


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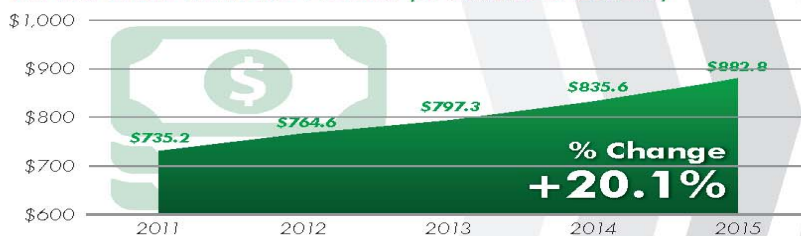
What Factors Influence Fatalities?

Florida Population (in millions)



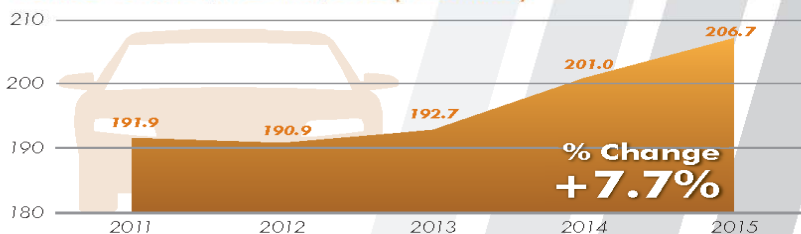
Source: University of Florida, Bureau of Economic and Business Research (2016).

Florida Gross Domestic Product (in billions of dollars)



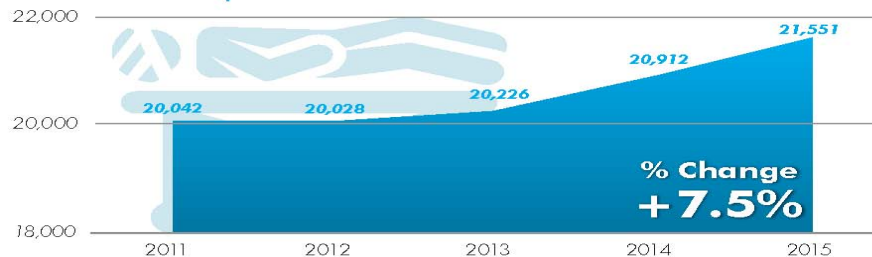
Source: U.S. Bureau of Economic Analysis (2016).

Florida Vehicle Miles Traveled (in billions)



Source: Florida Department of Transportation (2016).

Florida Serious Injuries



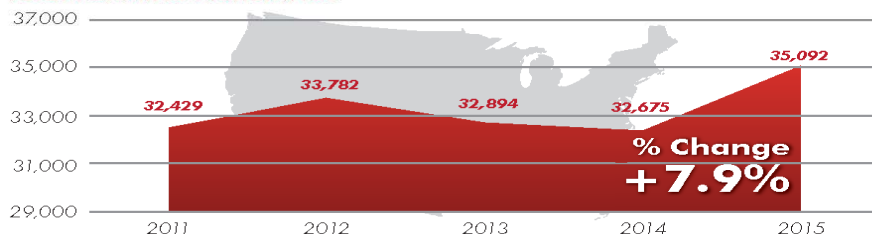
Source: Florida's Integrated Report Exchange System (FIRES) (2016).

Florida Fatality Rate

1.42 per
100 Million
Vehicle Miles Traveled

Source: Florida Department of Transportation; Department of Highway Safety and Motor Vehicles (2016).

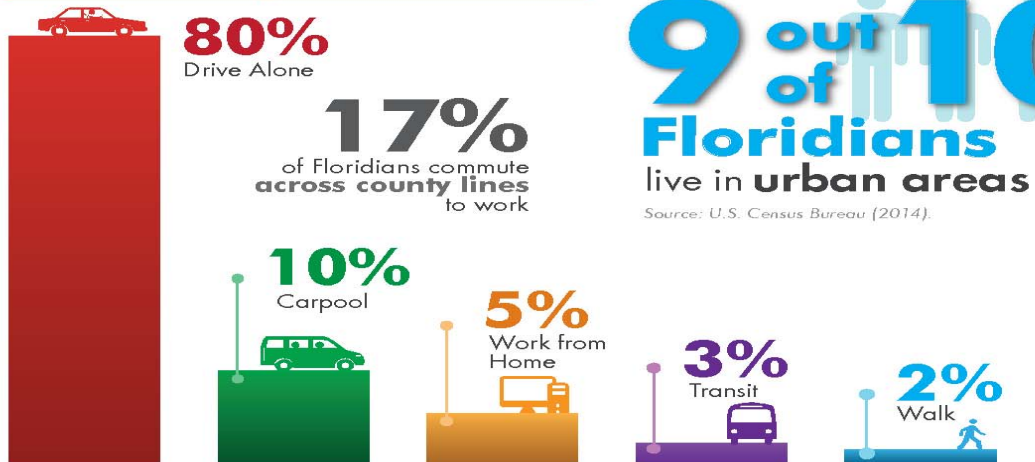
Total Fatalities Nationwide



Source: National Highway Traffic Safety Administration (2016).

What Key Trends Are Shaping Florida's Transportation System?

Floridians' driving habits



Source: U.S. Census Bureau (2013).



Source: U.S. Census Bureau (2014).

Licensed Drivers 65+ Licensed Teen Drivers



increased by
12.0%
(2011-2015)



decreased by
4.6%
(2011-2015)

Source: Florida Department of Highway Safety and Motor Vehicles, (2016).

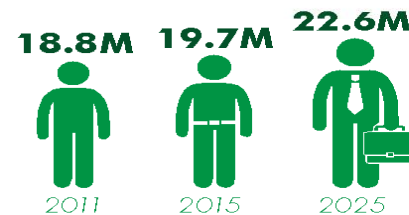
More aging road users on Florida's roads



These users tend to have a harder time seeing, reacting to, and recovering from events that cause crashes.

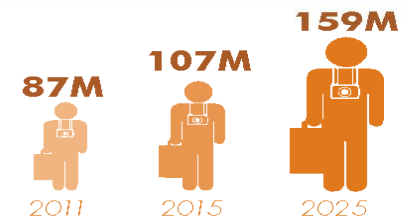
Source: Bureau of Economic and Business Research (2016).

Growth in population



Source: Bureau of Economic and Business Research (2016).

Growth in visitors



Source: Florida Office of Economic and Demographic Research (2015).

How Can We Improve Safety On Both State and Local Roads?

Florida's Transportation System

State Highways

12,116 Centerline Miles
10% of All Intersections
60% of Total Fatalities



Local Roads

108,264 Centerline Miles
88% of All Intersections
39% of Total Fatalities



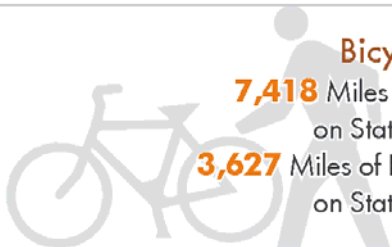
Rail-Highway Crossings

3,731 Public At-Grade Crossings
1,245 Private At-Grade Crossings



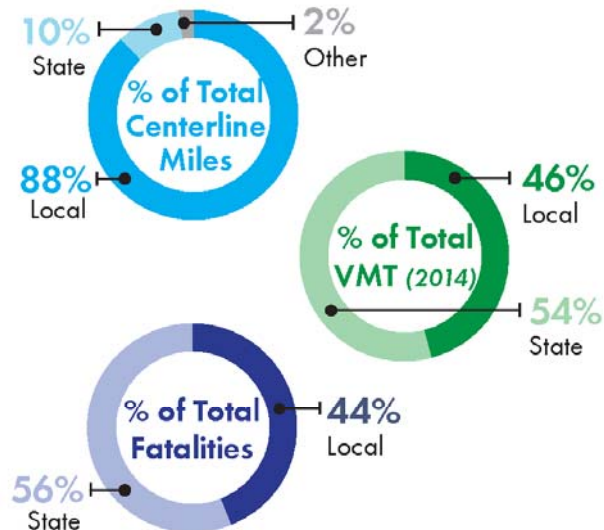
Bicycle/Pedestrian

7,418 Miles of Bicycle Facilities on State Highway System
3,627 Miles of Pedestrian Facilities on State Highway System



Source: Florida Department of Transportation (2016).

Comparing State and Local Roads



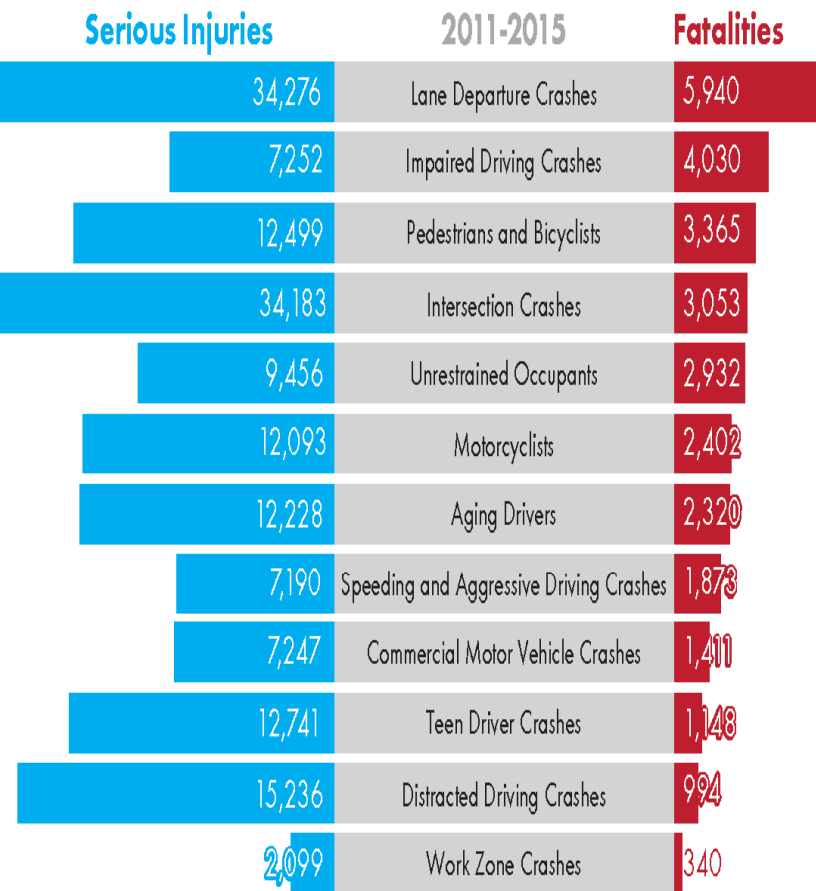
Source: Florida Department of Transportation (2015).



What are the 13 Emphasis Areas?



What are the 13 Emphasis Areas?



Note: Multiple factors are involved in almost every crash.
 Source: Department of Highway Safety and Motor Vehicles (2016).

What Are the Overarching SHSP Strategies?

Engineering

Identify, develop, and deploy **engineering solutions** and best practices that encourage safe driving behavior and reduce roadway fatalities and serious injuries.

Incorporate policies and practices into **roadway design, construction, operation, and maintenance** that make Florida's transportation system safer for all users.

Ensure infrastructure design allows for **safe and efficient access for first responders**.

Enforcement

Increase **targeted enforcement activities** in high-crash locations and at relevant times.

Increase enforcement of **high-risk driving behaviors**.

Coordinate with prosecutors and the courts to **improve prosecution and adjudication** of traffic safety-related cases.

What Are the Overarching SHSP Strategies?

Education

Educate all road users on **sharing the road**.

Develop and implement communication strategies for all road users and **improve public awareness** of highway safety.

Increase training and educational opportunities

for first responders and other traffic safety partners focused on reducing roadway-related fatalities and serious injuries.

Increase motorists' **understanding of engineering solutions and best practices**, and vehicle technologies that can reduce the number and injury severity of crashes.

Emergency Response

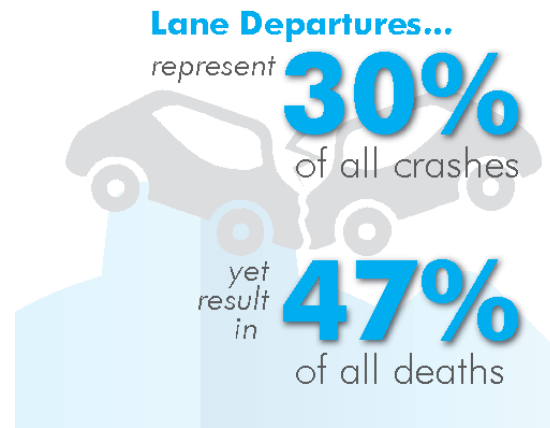
Improve emergency response time.

Provide training to first responders to **improve trauma management**.

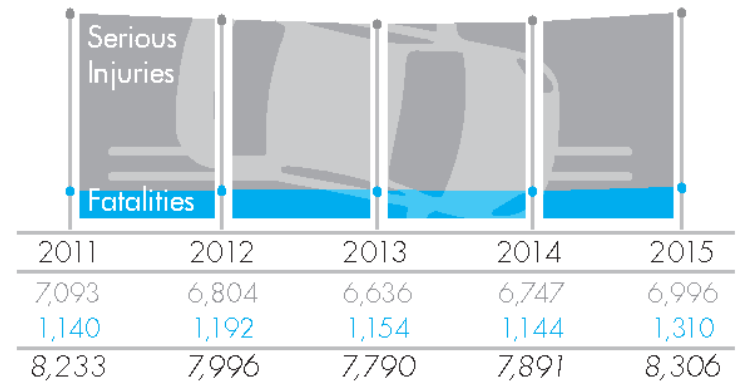
Facilitate the **quick clearance of traffic crashes**.



Lane Departure



Fatalities and Serious Injuries



Strategies

- Use the Highway Safety Manual and other tools to identify the most prevalent crash types and contributing factors, and match the most effective countermeasures to reduce crashes where lane departures are a current problem and where there is future crash potential.
- Investigate and implement new and innovative countermeasures including best practices used by other jurisdictions.
- Focus enforcement and education efforts on driver risk factors that can cause a lane departure crash such as speeding, distracted driving, or impaired driving.
- Support efforts by MPOs and local governments to address safety on local and regional roads.

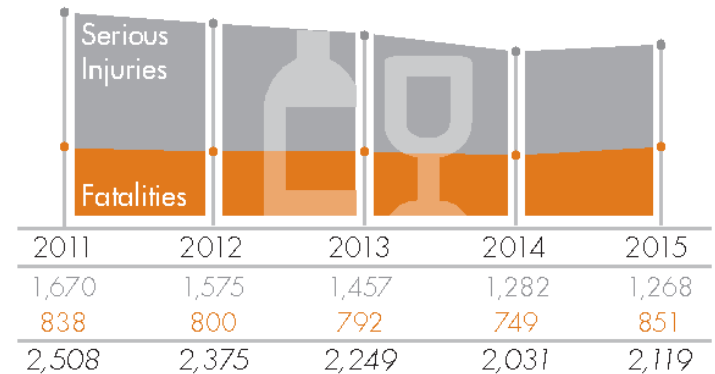
Impaired Driving

Drivers **refused to be tested** for impairment in **35% of impaired driving crashes** resulting in a fatality or serious injury

Source: National Traffic Highway Safety Administration (NHTSA).



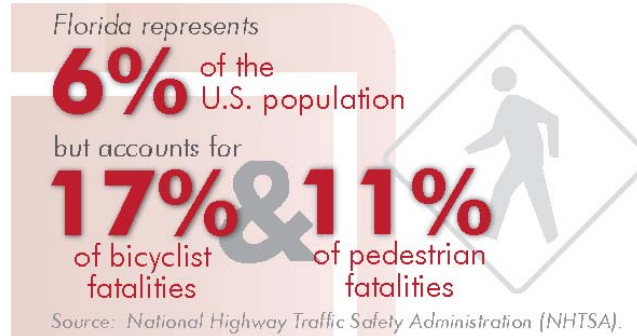
Fatalities and Serious Injuries



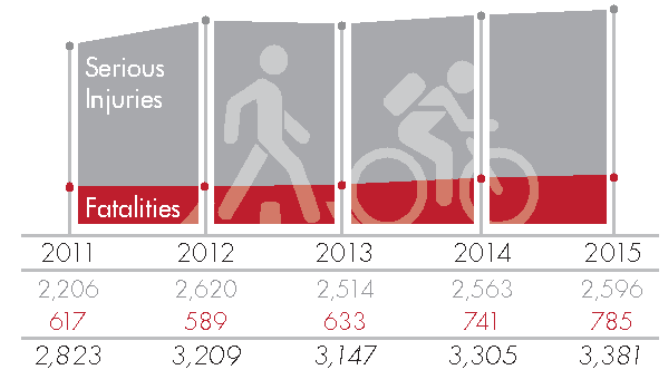
Strategies

- **Combine high-visibility enforcement with increased public awareness of the dangers, costs, and consequences of impaired driving, with emphasis on high-risk populations and locations.**
- **Reduce repeat impaired driving behavior through targeted enforcement, effective and efficient prosecution, enhanced penalties for subsequent offenses, and improved evaluation, intervention, and treatment of substance abuse.**
- **Identify opportunities to prevent or counteract impaired driving through training of law enforcement, court, and substance abuse treatment personnel, recognition of emerging trends and new best practices, use of tools such as ignition interlock devices, and revision of laws and rules.**

Pedestrians and Bicyclists



Fatalities and Serious Injuries

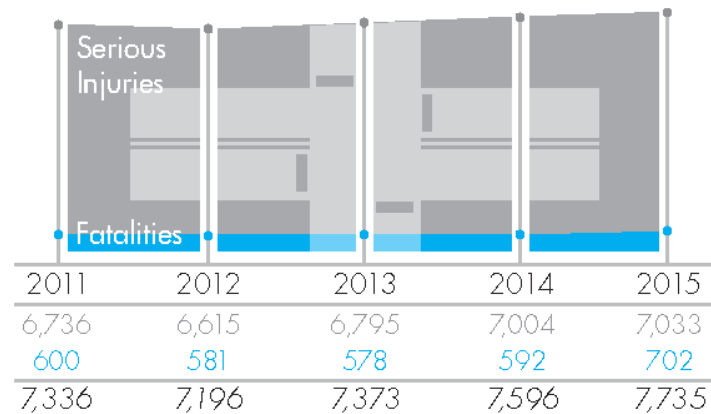


Strategies

- Increase awareness and understanding of safety issues and compliance with traffic laws and regulations related to pedestrians and bicyclists.
- Develop and use a systematic approach to identify locations and behaviors prone to pedestrian and bicycle crashes and implement multi-disciplinary countermeasures.
- Create urban and rural built environments to support and encourage safe bicycling and walking.
- Support national, state, and local initiatives and policies that promote bicycle and pedestrian safety.

Intersections

Fatalities and Serious Injuries



Strategies

- Reduce the frequency and severity of crashes at intersections by limiting conflicts through geometric, traffic control, and lighting improvements.
- Institute and promote Highway Safety Manual analyses and road safety audits/assessments using multi-disciplinary teams to review the operations and safety for all intersection users.
- Use traditional and alternative designs and technologies to reduce conflict risks such as innovative interchange designs, access management, and roundabouts.
- Improve the awareness and visibility of traffic control devices so all users can safely navigate an intersection.

Occupant Protection

Florida's safety belt use rate is

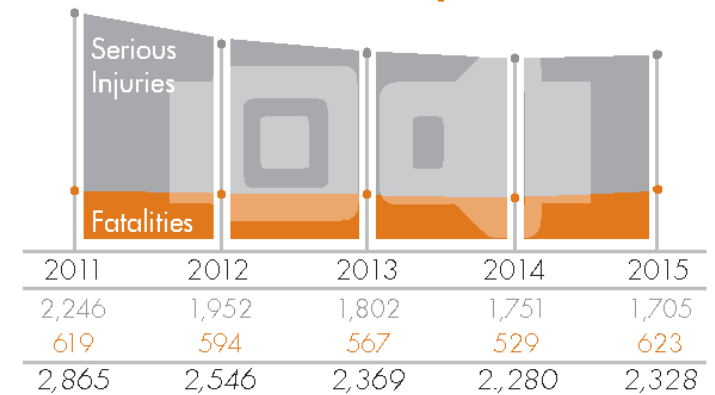
89.4%

National average is

87.0%

Source: National Highway Traffic Safety Administration (NHTSA).

Fatalities and Serious Injuries



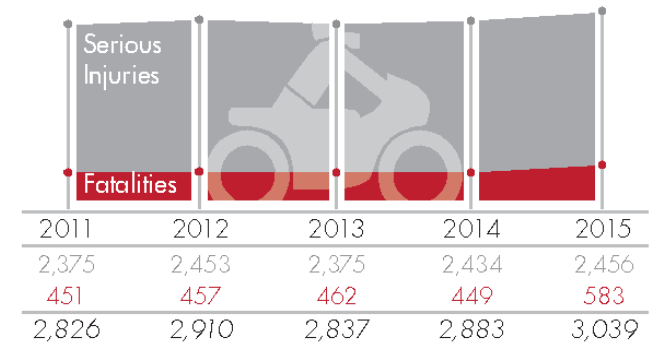
Strategies

- Enforce occupant protection use laws, regulations, and policies to provide clear guidance to the public concerning motor vehicle occupant protection systems including those aimed at children.
- Determine which population groups are at highest risk for not wearing safety belts, and develop culturally relevant public education and outreach to increase awareness of the benefits of safety belt use among these groups.
- Develop and implement programs that use the media, including social media, to improve public awareness of the importance of safety belts.

Motorcyclists



Fatalities and Serious Injuries



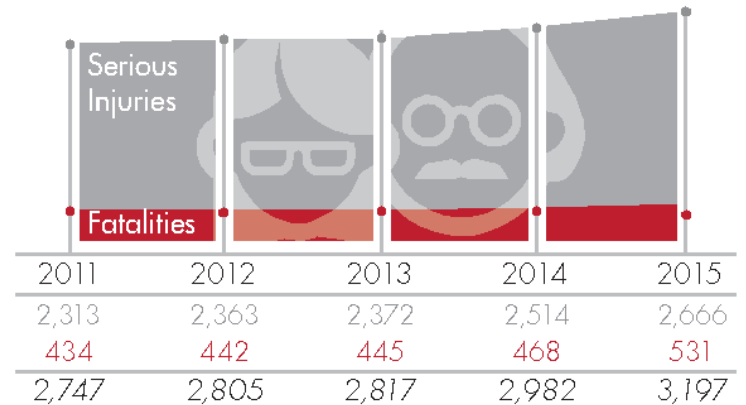
Strategies

- Improve the skill levels of motorcyclists through increased participation in rider education programs and proper license endorsements.
- Promote the safe operation of motorcycles, including sharing the road, responsible riding, and the use of personal safety gear.
- Consider the unique vulnerabilities and characteristics of motorcyclists when designing and improving transportation infrastructure.

Aging Road User



Fatalities and Serious Injuries



Strategies

- Promote and educate drivers on comprehensive driving evaluations and safety strategies to prevent crashes.
- Expand transportation choices and promote community design features to meet the mobility needs of an aging population.
- Develop and distribute resources and tools to support safe driving skills and encourage early planning to safely transition from driving.

Commercial Motor Vehicles

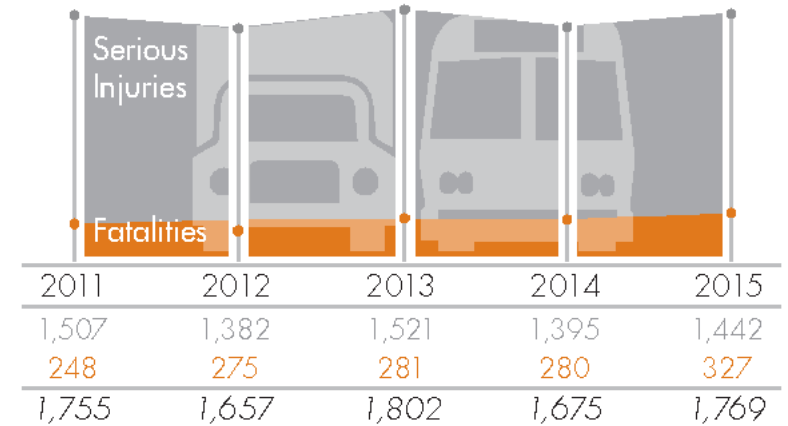
Nationally in 2014,

73% of the **fatalities** in commercial vehicle crashes were **occupants of other vehicles**

10% were **pedestrians, bicyclists, or motorcyclists**

Source: National Highway Traffic Safety Administration (NHTSA).

Fatalities and Serious Injuries



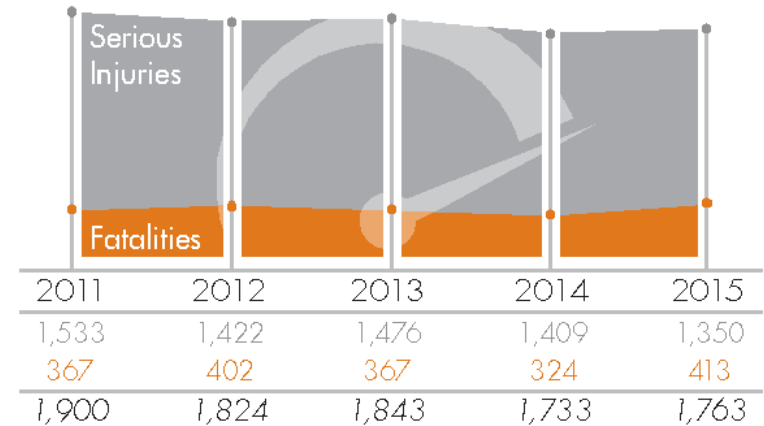
Strategies

- Conduct targeted enforcement for violations in high crash locations associated with commercial vehicles.
- Use public awareness program, outreach efforts, and social media to increase motorist awareness of safe driving around commercial vehicles.
- Collaborate with the trucking and bus industry on programs and initiatives to improve safety and reduce crashes.

Speeding and Aggressive Driving



Fatalities and Serious Injuries



Strategies

- Enforce speeding and aggressive driving laws by focusing on high-risk locations.
- Incorporate technology and other innovations at high risk locations.
- Evaluate crash hot spots and implement appropriate engineering countermeasures to control speed and reduce aggressive driving behavior.
- Conduct community-based public awareness and education regarding speeding and aggressive driving.

Teen Drivers

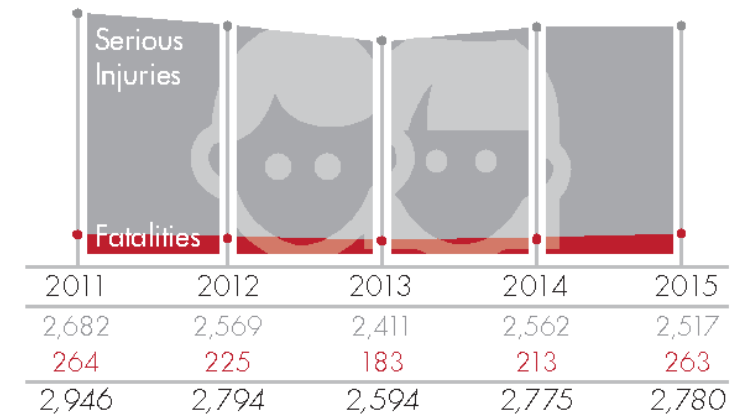
Motor vehicle crashes are the

**LEADING CAUSE
OF DEATH**

for U.S. teens

Source: Centers for Disease Control and Prevention (CDC).

Fatalities and Serious Injuries



Strategies

- Educate stakeholders about the potential safety benefits of improving Florida's Graduated Driver Licensing law to include passenger and cell phone restrictions.
- Educate parents, caregivers, and role models on the dangers of impaired driving for teen drivers including the prohibition on providing alcohol or drugs to anyone under the age of 21.
- Work with law enforcement agencies to increase enforcement of GDL and other traffic safety laws including safety belt use and impaired driving.

Distracted Driving

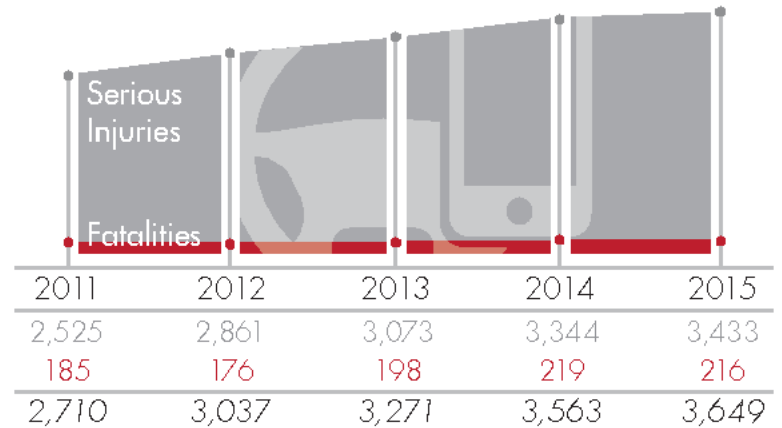
At any given daylight moment across America,

660,000 DRIVERS are **USING CELL PHONES**

or manipulating electronic devices while driving

Source: NHTSA, One Text or Call Could Wreck It All, Traffic Safety Marketing.

Fatalities and Serious Injuries



Strategies

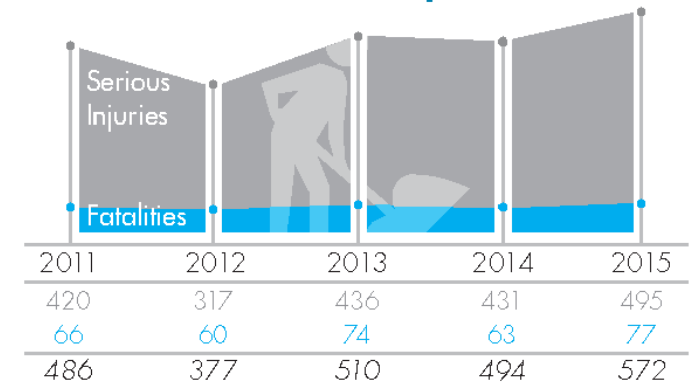
- **Implement effective roadway design and operation practices such as rumble strips and stripes and flashing beacons with warning signs to mitigate lane departures, speeding, and other symptoms of distracted driving and to reduce congestion and improve mobility.**
- **Change societal attitudes about distracted driving through intensive public education activities.**
- **Collaborate with other public and private organizations to offer innovative solutions such as policies that prohibit distracted driving when using company or organization vehicles.**

Work Zones

In 2014, Florida had the
3rd highest number of
Fatal Traffic Crashes
in **Work Zones** in the Nation

Source: National Work Zone Information Clearinghouse.

Fatalities and Serious Injuries



Strategies

- Apply advanced technology to improve work zone safety such as automated work zone information systems, simplified dynamic lane merge systems, portable changeable message signs, and queue warning systems.
- Educate road users about work zone safety and provide timely and accurate information regarding active work zones.
- Determine the feasibility and effectiveness of other improvements including installing reflectors on barrier walls, spacing on curves, changes in the penalties and fines to contractors for getting out of the roadway late, using of crash cushions, and correcting pavement marking errors.
- Work with law enforcement, contractors, and FDOT personnel to reduce speeding in and around work zones through a comprehensive approach of increased fines and increased law enforcement contacts.

Traffic Records and Information Systems



90% of Florida's
Crash Reports
were submitted **electronically** in 2015

Strategies

- Develop and maintain complete, accurate, uniform, and timely traffic records data.
- Promote the use of traffic records data for decision-making purposes and ensure its accessibility.
- Facilitate collaboration of multi-agency initiatives and projects that improve traffic records information systems.
- Create the same key data fields and definitions among Florida's six data systems to allow end users to link traffic records data.

Transition to Implementation

Emphasis area coalitions are charged with implementing the strategies of the SHSP. These coalitions represent a variety of federal, state, regional, local, and advocacy organizations whose expertise and interests include multiple modes of transportation, as well as engineering, education, enforcement, and emergency response. The coalitions meet regularly, and develop and track progress on detailed data-driven strategic plans that focus on proven strategies and activities to drive down fatalities and serious injuries.

Florida's Highway Safety Coalitions

Lane Departure and Intersection Coalition

Florida Impaired Driving Coalition

Florida Pedestrian and Bicycle Safety Coalition

Safe Mobility for Life Coalition

Florida Motorcycle Safety Coalition

Teen Safe Driving Coalition

Florida Traffic Records Coordinating Committee

Work Zone Safety Coalition

(review plans at <http://www.fdot.gov/safety>)

Guiding Principles

How do we collaborate across jurisdictions modes, and disciplines?

- Continue to support Florida's existing safety coalitions to **coordinate with stakeholders to drive down fatalities** in specific emphasis areas.
- **Establish ad hoc working groups or additional coalitions** for the commercial motor vehicle, distracted driving, occupant protection, and speeding/aggressive driving emphasis areas that do not presently have established coalitions.
- **Coordinate with Florida's MPOs and local governments** on SHSP emphasis area implementation and future updates of their safety plans and programs.
- Continue to encourage **multi-disciplinary approaches to safety improvements** that consider engineering, education, enforcement, and emergency response solutions.
- **Coordinate with land use, public health, and other partners** to ensure safety considerations are a top priority in planning decisions related to transportation.

Guiding Principles

How do we embrace innovation in all aspects of highway safety?

- **Invest in research and evaluation of new technologies and practices** that can reduce highway fatalities and serious injuries.
- Plan to use technology to **improve communication** across modes and design “smart streets” that provide information to all travelers to reduce conflicts.
- **Monitor and evaluate innovations** that may change travel behavior and demand for potential impact to safety.
- Update state and local safety plans and regulations to **consider technologies and innovation** that may reduce fatalities and serious injuries.

Guiding Principles

How do we better serve our customers?

- Communicate **clear and consistent safety messages** using a variety of mediums and venues that engage roadway users in their role in Driving Down Fatalities.
- Create transportation environments that are **accommodating and safe for all roadway users.**
- Educate roadway users on **how to use new infrastructure and technologies**, such as roundabouts and signalized crosswalks.
- **Understand how changes in travel demand, preferences, and options impact highway safety.**

Guiding Principles

How do we improve data and performance?

- Commit to ongoing **improvements in the quality, integration, and analysis** of various traffic records data, including innovative uses of new and emerging data sources.
- Create a **long-term strategy for managing traffic records data** as a critical resource for highway safety agencies' and partners' decision-making and research, including data storage, sharing, privacy, and quality issues.
- Commit to ongoing highway safety research to **identify proven strategies, programs, and initiatives** that can be replicated across the state to realize further reductions in highway fatalities and serious injuries.
- Implement innovative techniques to **measure progress and guide investment decisions** to continuously improve traffic safety.
- Work with MPOs to **coordinate target setting and performance measures** between the state and local plans, consistent with federal requirements.

Call To Action

To successfully implement the SHSP, all stakeholders should commit to:

- **Update** their safety plans, including other state, coalition, MPO, and local government plans, to align with the FTP and SHSP zero fatality vision.
- **Demonstrate** support and promote the SHSP vision of zero fatalities by implementing SHSP strategies on state, regional, and local transportation safety agency and organization websites.
- **Promote** initiatives that increase roadway users' understanding of the state's most significant traffic safety problems and their role in reducing fatalities and serious injuries.
- **Support** national, state, and local initiatives, policies, and safety projects that promote highway safety

Safety for Florida's residents and visitors is a **top priority** for the state that can only be achieved with the help of safety **partners**. Florida's traffic safety community must continue to **work together** to identify and implement innovative solutions that help reduce fatalities and serious injuries on Florida's roadway system. As we continue to **work together**, **engage new partners**, and **follow through** with the strategies outlines in the SHSP, we are confident that we can drive down roadway fatalities and serious injuries.

For more information please visit:

www.fdot.gov/safety/



SHSP Resources

- Florida Strategic Highway Safety Plan
 - <http://www.fdot.gov/safety/SHSP2012/SHSP-2012.shtm>
- FDOT Crash Data Academy
 - <http://www.fdot.gov/safety/11A-SafetyEngineering/crash%2odata%2oacademy/academy.shtm>

2016 Crash Data Academy

academyrecording/SSOGis.mp4

Presentations

Vulnerable Road Users, Part 1
(October 27, 2016)

Traffic Crash Facts and the FIRES Portal
(September 29, 2016)

Crash Investigation Process
(August 25, 2016)

Florida's New Strategic Highway Safety Plan
(August 1, 2016)

SSOGIS (June 23, 2016)

GIS Data (May 19, 2016)

CAR Online (April 24, 2016)

Crash Report Overview
(March 24, 2016)

Recordings

Vulnerable Road Users, Part 1

Traffic Crash Facts and the FIRES Portal

Crash Investigation Process

Florida's New Strategic Highway Safety Plan

SSOGIS

GIS Data

CAR Online

Crash Report Overview

For more information contact Benjamin Jacobs@ benjamin.jacobs@dot.state.fl.us

The background features a stylized map of Florida in a dark green color. The text 'FLORIDA STRATEGIC HIGHWAY' is written in white, uppercase letters across the top of the map. Below it, the word 'SAFETY PLAN' is written in a much larger, bold, white, uppercase font. The map is overlaid with several circular callouts of different colors (yellow, blue, red, purple, green) that contain images related to highway safety: a driver in a car, a person holding a drink and keys, a motorcycle accident, a construction worker with a stop sign, and a road at sunset.

FLORIDA STRATEGIC HIGHWAY

SAFETY PLAN

Florida Strategic Highway Safety Plan – 2016 Update

QUESTIONS?

Joe Santos, PE

State Safety Engineer, Florida Department of
Transportation

FDOT D7 Local Agency Traffic Safety Academy

February 15, 2017