

Florida Pedestrian and Bicycle Safety Coalition Meeting Report

July 12-13, 2022

FDOT District Two Headquarters, Lake City, FL



*Prepared for the Florida Department of
Transportation
8-25-2022*



Attendees

Coalition Members:

Last Name	First Name	Agency
Acosta-Anderson	Libertad	FDOT District Five
Afonso	Becky	Florida Bicycle Association
Amundson	Hailey	Kittelson & Associates, Inc.
Askins	Jon	Florida LEL Program
Asmus	Ryan	FDOT District Two
Batchelor	Elise	DHSMV
Bhattacharya	Poorna	ASHA Planning Consultancy
Bowman	Jenna	FDOT Central Office
Bryant	Curtis	Creative Fuel, LLC
Caper	Sarah	Hillsborough County
Combs	April	FDOT Central Office
Crosby	Dana	FDOT Central Office
El-Urfali	Alan	FDOT Central Office
Facuse	Valentina	Palm Beach Transportation Planning Agency
Frank	Jason	Sarasota Police Department
Gehrke	Tiffany	FDOT Central Office
Giroux	Rupert	FDOT State Safety Office
Gruener	Leilani	FLHSMV
Hardwicke	Laura	City of Orlando
Hawk	David	FHWA – Florida Division
Jeffries	Ken	FDOT District Six
Katz	Eric	FDOT Central Office
Kautz	Nathan	Kittelson & Associates, Inc.
Ko	Cody	FDOT District Two
Kristiansen	Angela	Kittelson & Associates, Inc.
Lewis	Michael	FDOT District Three
Marquez	Kevin	FDOT District Five
Morrow	Megan	Kittelson & Associates, Inc.
Moss	Stephanie	FDOT District Five
Murchison	Sharon	Institute of Police Technology and Management (IPTM)
Nandam	L.K.	FDOT District One
Plass	Mark	FDOT District Four
Railey	Brett	IPTM
Raulerson	Mary	Kittelson & Associates, Inc.
Severyn	Josette	Broward County Florida
Silva	Lisa	Hillsborough TPO
Simpson	Kyle	Forward Pinellas
Smith	Kim	Space Coast TPO
Wandall	Melissa	National Coalition for Safer Roads

Coalition Guests:

Last Name	First Name	Agency
Amicarelli	Mariano	FDOT Central Office
Barnes	Janice	FDOT District Two
Beaty	Allison	FDEP Greenways and Trails
Bobo	Loreen	FDOT District Five
Brooker	Brian	FDOT District Two
Craig	Chris	FDOT Central Office
Dixon	Derek	FDOT District Two
Duran	Emmeth	FDOT District Seven
Evans	Greg	FDOT District Two
Flannery	Ann-Marie	AARP Florida
Guevara	Julian	Miami-Dade DTPW (Transportation/Public Works)
Handley	Amanda	Atkins
Hayes	Zeke	FDOT District Three
Hisler- Pace	Tracy	FDOT District Two
Hope	Nick	FDOT District Two
Hsu	Peter	FDOT District Seven
Karron	Annely	FDOT District Two
Lee	Nathan	FDOT District Two
Nance	Matthew	FDOT District Two
Perry	Delton	FLHSMV
Robbins	Keith	FDOT District One
Robertson	Lindsey	Atkins
Ruscher	Brian	Palm Beach Transportation Planning Agency

Tuesday, July 12th, 2022

Call To Order – Secretary L.K. Nandam

The meeting was called to order at 1:00 PM by Secretary Nandam. L.K. recounted a recent trip to India, where he visited family. He shared his experience driving through the streets there, which were occupied by a mix of cars, bicyclists, pedestrians, and three-wheeled rickshaws.

L.K. noted that as a driver and a pedestrian, you need to be aware of what is going on at all times, especially in India. Going to India made L.K. appreciate the infrastructure in Florida. He shared the importance of trying to change user behavior as well as the built environment. He shared that a new member of the motorcycle safety coalition has become a true ambassador by integrating the coalition goals into his everyday job, participating in radio interviews and spearheading other outreach efforts. Lastly, L.K. shared his gratitude for the efforts of the Coalition members.

Welcome – FDOT District 2 Secretary Greg Evans

Secretary Greg Evans from District Two welcomed Coalition members to the meeting. He stated that L.K. is a great advocate for safety and a close friend. Greg thanked the group for being part of the Coalition. Greg made a special thank you to members of law enforcement, emergency medical services (EMS), or the military. Greg shared how proud District Two was to host the Coalition meeting.

Greg shared several safety facts and observations with the group, including the fact that every day, eight people die on Florida roads. He shared the importance of considering and positively affecting driver behavior and education in addition to engineering.

Public Meeting Announcement & FDOT Safety Briefing

Angela Kristiansen announced the public comment period for the meeting.

Kanoye Capps (District Two Facilities) shared a safety briefing in the case of an emergency.

Meeting Dedication in Honor of Derek S

This coalition meeting was dedicated to Derek, who was lost in a bicycle hit-and-run crash in Alachua County. He was 37 years old when he died in 2021. Derek had a knack for breaking down objects and putting them back together again, which Angela compared to the Coalition's process of breaking down complex strategies into tasks. Angela presented a certificate that will be mailed to Derek's family.

Coalition Meeting Announcements

Angela reminded all Coalition members and guests to sign in. She shared housekeeping and other announcements, details for the optional dinner, and listed the items included in the attendee folders.

Angela noted that this Coalition began in 2013 and that this is the Coalition's third Implementation Plan. She reminded attendees that the 2021 Pedestrian and Bicyclist Strategic Safety Plan highlights some of the accomplishments that have been made since the start of the Coalition.

Angela congratulated Becky Afonso on her retirement. Becky has been on the Coalition representing the Florida Bicycle Association (FBA) since 2015 and will be missed.

Introductions

With several new members, the July meeting was a good opportunity for each attendee to briefly share their name, role, and how long they have been active with the Coalition.

Pedestrian and Bicycle Safety Data Spotlight – Kittelson (Mary Raulerson) & ASHA Planning (Poorna Bhattacharya)

See Appendix B for Presentation Slides

Mary introduced the presentation and noted that there are important differences in the trends between bicycle and pedestrian crashes.

Poorna expanded upon the trends in recent crash data. She shared that 2020 and 2021 were unusual years for bicycle and pedestrian crashes. Poorna shared that ASHA Planning has been analyzing crash data as part of an ongoing root cause analysis for the FDOT State Safety Office. This analysis includes crash data from 2016 to 2020 and involves analyzing crash types and contributing factors. The data is sourced primarily from CARS since it is geo-verified.

Between 2016 and 2020, there were two bicycle and pedestrian fatalities and six bicycle and pedestrian serious injuries per day in Florida. Overall, between 2016 and 2021, fatalities have been on an upward trend while serious injuries have declined. Specifically, between 2017 and 2018 there was a 25% increase in bicycle fatalities. Crashes are concentrated in the major urbanized areas. District 5 has the highest share of pedestrian and bicycle crashes by district, at 21% of the statewide crashes.

Questions:

- Mark Plass noted that it would be interesting to see the factors affected changes in crashes in a geographic area. He supposes driver behavior is causing crashes.
- Ken Jeffries and Rupert Giroux asked why serious injuries are decreasing and fatalities are increasing. Laura Hardwicke posited that what once was a serious injury is now a fatality since crashes are getting more severe.
- Tiffany Gehrke inquired about emergency response times wondering if some places have longer emergency response times than other places. Michael Lewis agreed with Tiffany's sentiment.
- Kevin Marquez stated that he would like to see the breakdown of context classification and speed limit together.
- L.K. Nandam noted that the problem areas are C3C and C4 contexts. Within those contexts, he wondered how we can focus our efforts to make the biggest change, possibly by controlling speeding and changing driver behavior.
- Lisa Silva noted that many of the local streets are not classified into context classifications. Lisa would like to add more tools in the toolbox to address this issue.
- Greg Evans recalled the NHTSA study about driver error. Poorna explained that a root cause analysis is currently underway, and this analysis is based on contributing causes taken directly from crash reports.
- Brian Ruscher asked if the conversation with health partners had been addressed.
- Guangming Wang stated that he was interested in pavement condition data beyond dry versus wet. He hoped this was something ASHA was looking into.

- Tiffany Gehrke asked about lighted roads versus not lighted roads. Poorna explained that lighting was not analyzed, just time of day. Tiffany hoped this could be included in a future analysis.
- Peter Hsu stated that speeding data is lacking statewide. MetroPlan Orlando uses Wejo data to identify speeding.
- Melissa Wandall stated that each year red light running crashes are shown to increase fatalities. People cannot survive higher speeds, which could explain why the fatal crashes are increasing.
- Josette Sevryn noted that the weight of electric vehicles is heavier than gas-powered vehicles. It will be interesting to track the difference in crashes between electric versus gas-powered vehicles. Electric vehicles are also much quieter, which can pose a risk for those who are hearing or vision impaired.

Teams Platform Tips – Kittelson (Megan Morrow)

Megan reintroduced the Implementation Plan (IP) hosted in Microsoft Lists in the Teams channel and offered three tips to the Coalition.

1. The IP can be sorted by column. Sorting by “Priority” or “% Complete” allows members to easily review the highest priority tasks or assess progress.
2. Megan demonstrated how to provide a comment on a task in the IP. The comment function is helpful if you want to make live updates or track conversations.
3. Megan shared tips for composing an attention-grabbing message, such as using a subject line, or using tags to alert a specific person or the entire EA by typing “@” followed by a name.

Breakout Emphasis Areas Implementation Tracking and Next Steps – Kittelson (Megan Morrow)

Each emphasis area spent one hour and 35 minutes regrouping, reviewing the IP, identifying priorities for collaboration, and going over each task’s percent complete. During these blocks, the emphasis areas also discussed collaboration requests and identified specific areas for partnership.

Public Comment Period

- Kim Smith (Space Coast TPO) requested more information about why the Florida Traffic Bicycle and Safety Education Program is no longer in existence. She shared that the program has been in existence for over 20 years and has created regional bicycle trainers, trained bike rodeos, and trained police officers. She explained that under Safe Routes to School (SRTS), there will be teacher training online, but that it is still in development. She stated that there is a need that will not be filled. Kim is ending her professional career soon and explained the need to train her replacement in the bike rodeo.
 - Chris Craig responded and confirmed that this program was not funded for the upcoming year. He explained what goes into justifying funding decisions and programming. He confirmed that SRTS is working on an online training program. He is seeking feedback to understand valuable parts of this program and to understand how to fill those needs.
 - Kim stated that the most valuable components were those that allowed the trainer to be certified to train in a one-on-one curriculum and taught users how to operate bicycles as a vehicle (laws-based). Kim agreed she could speak to the value of certifying and training people.

- Lisa Silva stated that school transportation planning comes up everywhere. The high need may not be demonstrated in deliverables. In her experience, middle school education of this type was very effective.
- Kim stated that she was certified through a regional program, could conduct her own trainings, and send bikes and materials. Kim argued that this regional nature may not have been tracked but it provided a good blueprint for similar programs.
- Chris stated that he appreciated the feedback, welcomed a dialogue, and will figure out where to go from here.

Cross Pollination: Identify your Bees & Needs – Mary Raulerson

Mary Raulerson introduced the attendees to the subject of the next day's breakout sessions. She asked that they fill out the half sheet of paper and instructions for the activity.

Day 1 Wrap Up

Wednesday, July 13th, 2022

Coffee Talk – Meet and Greet with Coalition Members

Meeting attendees were invited to join for 30 minutes of networking before the meeting was called to order.

Call to Order and Welcome – Secretary L.K. Nandam

The meeting was called to order at 8:33 AM by L.K. Nandam. He remarked how many great conversations were had the prior day. He thanked Poorna for the data presentation. He noted that the analysis by context classification stood out, specifically with crashes on C3C and C4 classifications. As members worked through their implementation plans, he asked them to pinpoint their efforts and look for the maximum impact tasks. He asked members to think of the data and patterns we should dedicate our limited time to. Lastly, he thanked the coalition members for their efforts.

Safety Briefing – Kanoye Capps

A representative from District Two Facilities shared a safety briefing in the case of an emergency.

Experimental Pedestrian Signals: Wait Time Indicator – Cody Ko, FDOT D2

See Appendix B for Presentation Slides

Cody presented information regarding a new signal technology being tested in District Two which shows how many seconds the pedestrian needs to wait for the walk signal, in addition to a standard walk phase count-down signal. He explained the goal is to increase the use of the push button by providing a responsive, informational, and interesting message. Pedestrian signal violations currently make up 38.4% of pedestrian crashes in a D2 analysis. The technology includes a screen showing the remaining time, changing lights, a motion detector, and an audible message.

Cody played a video of the new District Two signal technology demonstrating how it works. The test sites have been chosen based on several factors, including crash and violation history, the presence of vulnerable users, crossing frequency, signal type, and the ease of application. Cody shared several specific examples of installations in Jacksonville with high pedestrian volumes, a history of crossing against the signal, and high vehicle volumes. This process requires close coordination with FDOT Central Office and a Request To Experiment from the Federal Highway Administration.

Questions and Comments:

- Mark Plass suggested that FDOT rethink its signal coordination philosophy and begin by assembling a working group to implement this technology.
- Cody explained that you must consider the maximum number of seconds you want to show on the device, considering some intersections have very long signal cycles.
- Peter Hsu liked the examples shared from other countries.
- Libertad Acosta-Anderson asked about the audible message and suggested seeking feedback from the visually impaired community.
- Laura Hardwicke shared that she recently walked with a visually impaired person. Laura learned that the visually impaired pedestrian looks for the audible signal to tell her what is going on. The audible is not always an instruction but tells them current signal displays so they can make the decision to walk or not walk.

- Angela Kristiansen asked if a pedestrian needed to push the button or if the radar detected the person waiting to walk. Cody responded that this technology is activated by both radar detection and push button indication.
- Kevin Marquez suggested adding a small delay to the pedestrian countdown because cars often slam on the gas as soon as they know they can drive. Perhaps adding a delay could avoid potential conflicts.

Discussion: Best Practices using Signal Timing for Pedestrian and Bike Safety – Angela Kristiansen

Angela moderated a discussion around other best practices for using signal timing for pedestrian and bike safety. For example, District Two found there were benefits of LPIs helping to reduce other crashes.

- Peter Hsu spoke about the benefits of flashing yellow arrows in preventing crashes at intersections. Flashing yellow arrows require two additional signal heads, which existing mast arms typically can't support under hurricane conditions. In the Tampa Bay area, it can cost up to a million dollars to rebuild a traffic signal.
- Melissa Wandall suggested comparing the cost factor of a pedestrian death with the cost of a new signal. Josette looked up the value of a statistical life and found it to be \$11.8 million.
- Mark Plass shared that the cost is closer to \$300K in his district. He also shared some documented strategies that can be used to maintain structure while adding signal heads, such as removing street signs or shifting signal heads.
- L.K. Nandam noted ongoing conversations with the structures office about this topic.
- Jenna Bowman noted that this issue is in the Planning, Design, and Operations Implementation Plan.
- Laura Hardwicke asked coalition members to share research on left-turn flashing yellow arrows since Orlando has recently seen fatal automobile crashes at some of those intersections.
- Jason Frank asked what decision-making process guides where flashing yellow arrows are placed. He has also seen crashes at locations with these.
- Mark Plass noted typical complaints about protected left turns, including idling, high fuel costs, and gaps in oncoming traffic.
- Angela Kristiansen noted that locations that currently have flashing yellow arrows can be changed to protected phases by time of day.
- Josette Severyn asked if signals could be programmed to provide a protected phase if the pedestrian button has been pushed. She noted the need to consider number of lanes since that affects the number of gaps to judge and pedestrian visibility.
- L.K. Nandam said the decision for protected-only and permissive-only consider different factors including sight distance and gap judgement. The benefit of using flashing yellow arrows is that you can change to protected-only based on the time of day or the presence of pedestrians. There is a lot of flexibility
- Michael Lewis noted the challenge of getting pedestrians to push the button.
- Kim Smith noted that this is an indication of how far we still have to go, since we are still noting the expense rather than the safety benefits.
- Chief Railey asked about the wind loading standards and Peter Hsu explained there is no flexibility.

- Nathan Kautz mentioned that wind loading standards have changed recently so some existing signals have become non-compliant automatically.
- L.K. Nandam noted that designing structures for the worst-case scenario does have value.
- Michael Lewis said a category five hurricane recently presented structural issues for signal masts in District Three.

Safe Systems – Nathan Kautz, Kittelson

Nathan Kautz presented on the topic of Safe Systems. He explained that the Safe System approach includes redundancies since more than one event precedes a crash. He pointed out that the root cause analysis does not include information on correlation or causation. Nathan reviewed the six Safe System principles. Nathan noted that “human behavior” does not always mean someone is deliberately breaking the rules of the road; they may have information fatigue, emotional fatigue, sight distance issues, etc. Humans are vulnerable and we know speed has an exponential effect on the severity of crashes. The Safe System approach is about future proofing roadways. Nathan reminded each emphasis area how they can contribute to each of the safe systems principles.

Emphasis Area Status Updates – Goal Leaders

A goal leader from each emphasis area shared a short update on the progress of their group’s Implementation Plan.

Data, Analysis, and Evaluation (Eric Katz): The Data Team knows there is a lot of data out there. By next meeting they plan to give a tour of available data. Their top priority is to find the most relevant data to achieve the top priority for each emphasis area. They developed a four-question survey which has been uploaded to each Teams sub-channel and asks that the survey be complete by August 15th. The Data Team will use those results to make sure time and resource are dedicated to finding the most relevant data.

Communication, Education, and Outreach (Curtis Bryant): The Communications Team is expanding strategic partnerships with associations and groups that can help spread the coalition’s safety message. They are about 50% done with first task, which is creating a database of contacts we are working with and finding gaps. This will be overlaid with data on where the majority of crashes are happening. The team is continuing work on a multijurisdictional program for safe communities, and identifying communities with bicycle- and pedestrian-friendly attributes. These tasks are approximately 25% complete. The team is also working with the Office of Greenways and Trails to recognize communities that are bicycle- and pedestrian-friendly. Curtis noted that the Communications Team is recruiting new members.

Driver Education & Licensing and Legislation, Regulation, & Policy (Elise Batchelor): Elise noted that the Policy team is also recruiting new members and a new goal leader since Stephen Benson and Becky Afonso are ending their time with the Coalition. Leilani Gruener has updated the Driver License Handbook. During this round, there were no new additions related to bicycles and pedestrians. Elise can send handbooks to anyone who would like them. Elise shared that she spoke with Alan El-Urfali about future additions related to signals. The handbook is updated annually so she asked members to keep it in mind. Elise also spoke with the Law Enforcement team about automated enforcement and

contradictory or unclear definitions, including the statutory language about crosswalks. The Policy team wants to offer clean language to put into an upcoming bill.

Law Enforcement (Jason Frank): The Law Enforcement team is currently identifying the top 25 counties in the state. They are also developing a list of current agencies within the state since not all cities have local police departments. This list will be concurrent with FDLE and they'd like to attract new agencies to High-Visibility Enforcement (HVE) efforts. The Team also began work on a new task regarding the communication of new traffic patterns to local agencies. They are assembling a contact list so local agencies can be made aware of these changes.

Emergency Medical Services (David Summers via Angela Kristiansen): The EMS team is working on tasks related to emergency response vehicles. They plan to coordinate with the Data team to understand what data is available on this topic. They are also learning more about vehicle preemption and understanding its benefits and if there are ways to prioritize the technology. David offered to give a presentation at an upcoming coalition meeting from the emergency response perspective about crash-related trauma and how it affects people in different ways.

Planning, Design, and Operations (Jenna Bowman): The Planning, Design, and Operations team has completed or begun most of its first year priorities. During the summer, most manuals, procedures, and guidelines are being updated. Most of the team's other objectives have been started, including getting new language published, and meeting the needs of other emphasis areas.

Vision Zero (Josette Severyn): The Vision Zero team is discussing strategies to identify and involve Communities of Concern. They are also focusing on using humanizing language, moving forward with developing policy, getting policy makers' support, and providing updates to design, traffic engineering, and context classification manuals. The team has developed a toolkit which compiles different resources, action plans, talking points, resolutions, best practices, scopes of services, costs, email examples and communication and outreach strategies. It is a high-level resource for communities that want to get started or expand their Vision Zero practice.

District Hot Topics

Each FDOT District Pedestrian and Bicycle Safety Champion (or another representative) was invited to answer the following questions:

1. What is the biggest pedestrian/bike safety challenge your district is currently facing?
2. What is the best thing that has happened with pedestrian and bike safety since our last Coalition meeting?

- **District One – Keith Robbins**

- One of the District's biggest challenges is changing community dynamics and the constraints of infrastructure amidst rapid growth. There have been conflicts between longer-term residents and newer residents, who bring different perspectives. The District is conducting collaborative road safety audits, identifying the top five bike/ped corridors of need, and conducting outreach efforts with schools and law enforcement to enforce bicycle and pedestrian safety. They also recently conducted two Vision Zero workshops at the local level. These were met with mixed results but opened up opportunities for future one-on-one meetings with key members of those communities.

- **District Two – Cody Ko**
 - Cody shared an update on a lane repurposing project on San Juan Avenue, which was identified because of left-turn crashes. Three other corridors are currently being targeted for pedestrian and bicycle improvements. The District has also been using transit boarding and alighting data and crash data to identify new areas for midblock crossings. Lastly, Cody shared a recent education campaign called “Safety Town” targeted at children.
- **District Three – Michael Lewis**
 - District Three is working on lighting initiatives. Michael shared that Gulf Power previously offered discounted energy prices if they helped install lighting. Now, Florida Power & Light has taken over and is offering free power on corridors; they are only charging for maintenance and ongoing service charges. In a recent project, the District added lighting along a 5.5 mile gap on US 98. They have also been focusing on midblock crossings, one in particular in a rural town with pedestrian facilities where they plan to install a RRFB. The District has also been exploring ways to utilize the 3R program to enhance safety, providing updates to the FDM, and conducting road safety audits.
- **District Four – Mark Plass**
 - The district has been receiving requests from homeowner’s associations asking for speed management plans. The District is deciding what these will consist of and working with homeowner’s representatives in Palm Beach county, traffic operations, and design to develop a plan for an area that is currently undergoing residential and commercial development. Mark plans to provide updates on this effort at future coalition meetings.
 - Lisa Silva shared that she has experience working with ITE on a speed management plan process.
 - District Four has been systematically working with MPOs to set up a funding prioritization system. Since most projects begin with studies, and there is only a set amount of funding available for studies, they would like to prioritize these moving forward and understand where local governments have already completed road safety audits or other efforts. The district plans to produce an annual, proactive plan for road safety audits as opposed to conducting them in a reactive manner.
- **District Five – Stephanie Moss**
 - Stephanie shared that one of the biggest challenges in District Five is balancing the focus on safety, economics, and engineering in projects. Everyone needs to give 100% to get to zero. She shared updates on A1A, where the District has recently updated midblock crosswalks (RRFBs) in partnership with the Space Coast TPO and traffic operations, added in-road lighting, produced outreach materials and a social media campaign, and conducted data collection. The District recently published its first safety newsletter, which included information on upcoming events. Stephanie shared information on the first “Stop on Red” pop-up event, happening in Marion County
 - Loreen Bobo added that the District determines a target speed for every project that is scoped. There is always a balance of wanting to do certain things but also keep the project moving. Sometimes, there is a need to push forward without all the components but to come back later to push through the more aggressive ideas.

- **District Six – Ken Jeffries**
 - Last year, the District was able to program money from the highway safety program for off-system improvements which will be implemented by local TPOs and counties. Local counties have been working on a 7 mile trail project in the heart of Miami-Dade county using TAP and Sun Trail funds. The District has committed to designing three trail bridges that cross over the state highway system. The District is also implementing it's first roundabout which was well-supported by the city of Miami and all the commissioners. Lastly, Ken shared that the district is still in need of a bicycle and pedestrian coordinator.
- **District Seven – Emmeth Duran**
 - District Seven is currently enhancing the safety of urban side paths. On many roads lacking curb and gutter, there have been issues with vehicles crossing over side paths and illegally parking (e.g Courtney Campbell Causeway). They are currently brainstorming solutions to this issue, such as installing bollards to promote the use of official access points. Other issues include the over-tracking of turning vehicles onto curb ramps. To address this, the District has installed delineators along return curbs to force drivers to make turns within the travel lane. The District is also working with local agencies to use innovative product lists to source higher-quality materials for green bike lane markings. Emmeth shared that the District is using six movie theaters to show PSAs. At three signalized intersections, they have reduced right turn radii and are seeing a 10% reduction in speeds. The District is also engaging law enforcement in different efforts recently. Lastly, the District is working through contradictions in the FDM regarding sidewalk widening.

Safety Message, Next Steps – Kittelson (Angela Kristensen) and IPTM

Angela shared an applicable meme shared recently by the FDOT Instagram account.

At the last meeting, members wrote down what they wanted to bring back with them to their job following the coalition meeting. Angela shared a few select quotes from these notecards.

Sharon reminded members to submit their travel documentation.

Public Comment Period

Melissa Wandall shared that “Stop on Red” week was occurring on August 7 – 13.

Closing Remarks – Secretary L.K. Nandam

Secretary Nandam thanked everyone for their time. As teams continue working on their implementation plans L.K. stressed the need to focus on the high-impact tasks. He asked that teams keep the data trends from the root cause analysis in mind, especially focusing on context classification and those facilities with speed limits where fatalities are occurring. He asked members to consider ways to address speed management and driver behavior. The Safe System approach should be the foundation for any plan we develop. He stressed the importance of redundancy and ownership and the coalition's common goal of increasing safety and reducing fatal crashes. He requested that members bring challenges to him, Chris Craig, and the Kittelson team so the conversation can be elevated to the right folks. He appreciates what everyone has done so far on this plan.

Next Meeting Announcement:

The next quarterly Coalition Meeting will be held:

October 19, 2022, 1:00 – 5:00PM

October 20, 2022, 8:00AM – 12:00PM

FDOT Central Office, Burns Auditorium
605 Suwannee Street
Tallahassee, FL 32399-0450