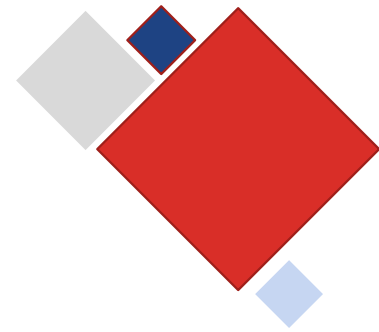


# SAFETY AND COMPLETE STREETS

L.K. Nandam, P.E.

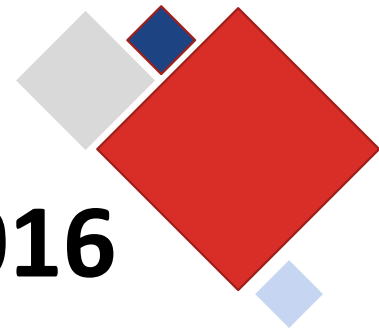
FDOT District One Secretary

# Outline



- Introduction
- State of Safety in our District
- Our approach to safety oriented decision process
- FDOT Complete Streets Policy
- Our approach to Complete Streets

# District One Fatal Crashes: 2016



## 14% increase from 2015

470  
people lost  
lives in traffic  
crashes  
in D1

42% related to  
vulnerable road users  
(35% Nationwide)



1.2% of national total

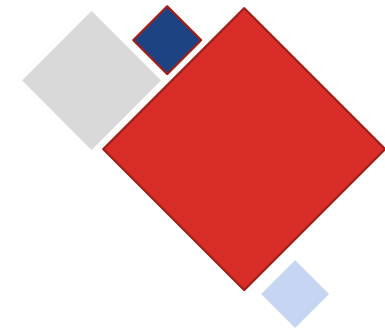


3.3% of national total



1.9% of national total

## 43% of fatalities occurred on local roads



# District One Safety Action Plan

Efforts initially began a year ago to develop a Safety Action Plan within District One

Plan Objective – Modify current Department practices to place a heightened emphasis on safety.

District-wide participation by departments including:

*Design*

*Intermodal Systems Development*

*Program Management*

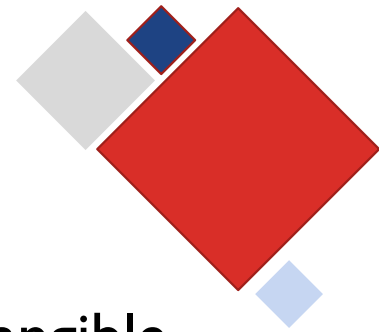
*Construction*

*Materials*

*Traffic Operations*

*Maintenance*

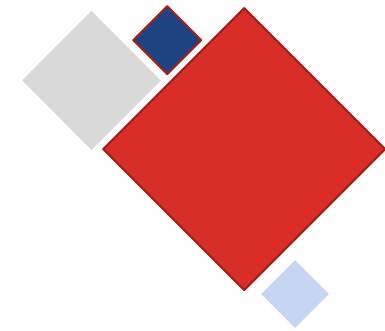
# District One Safety Action Plan



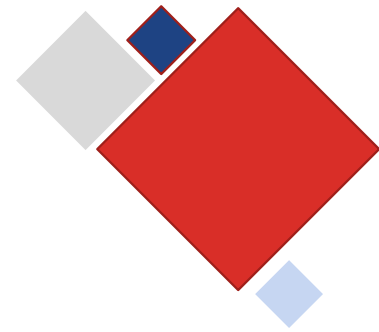
Plan tasks – Ability to implement in short order; have tangible impacts on reducing fatal and serious injury crashes in District.

Key Strategies include:

1. Expand collaborative efforts with stakeholders that promote safety.
2. Increase stakeholder knowledge and awareness of safety related issues and mitigating strategies.
3. Incorporate life-cycle safety enhancement measures on all transportation facilities.
4. Improve safety through increased availability and use of data.



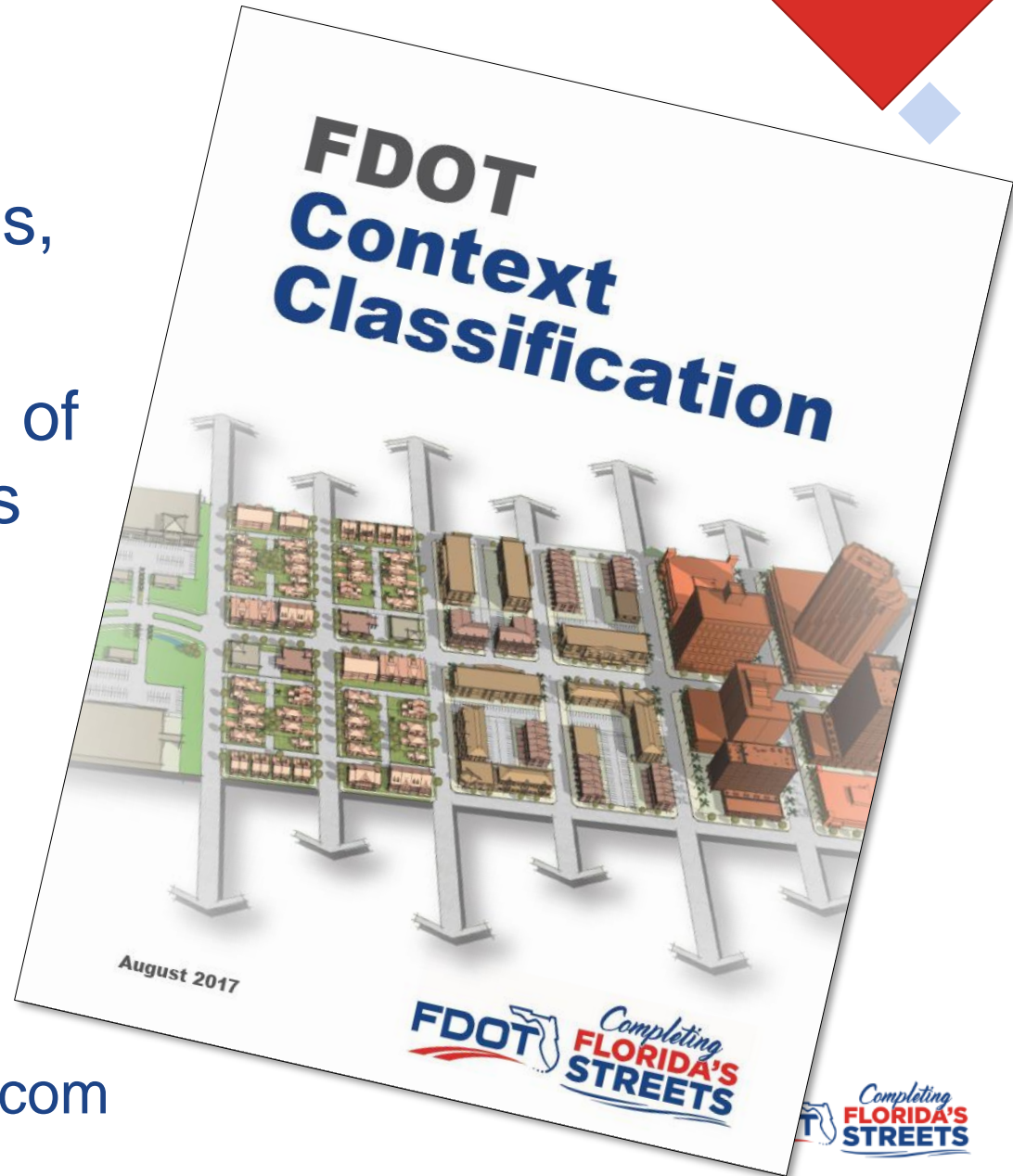
Fundamentally,  
FDOT's **Complete Streets**  
Approach is about **linking**  
**land use & transportation**  
**decisions/investments.**



It is about putting  
**the right street**  
**in the right place.**

# FDOT Context Classification

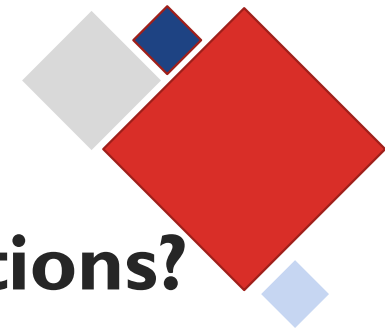
- Defines Approach, Process, Expectations, Best Practices
- Complete description of context classifications



[www.FLcompletestreets.com](http://www.FLcompletestreets.com)



# What are the FDOT Context Classifications?



**CI-Natural**

**C2-Rural**

**C2T-Rural Town**

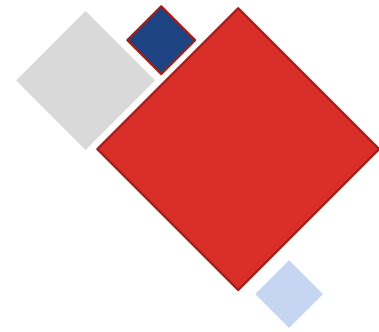
**C3R-Suburban Residential**

**C3C-Suburban Commercial**

**C4-Urban General**

**C5-Urban Center**

**C6-Urban Core**



# HOW IT HAPPENS NOW

- Long Range Transportation Plan
  - Policy set by MPO to identify transportation needs in the future
  - Uses transportation demand model
- FDOT Project Development Process
  - PD&E - planning elements included here
  - Design
  - Construction

Are we talking to the right individuals??

**MPO**

- LRTP
- Sets goals and policies
- Directs growth and development (land use)
- Demand Model (transportation)

**Coordinate Support**

**Align Goals**

**Align Vision**

- Local Government**
- Comprehensive Plan
  - Land Development Code

**Integrate Transportation and Land use planning**

**Corridor Planning Multi-modal TSM&O**

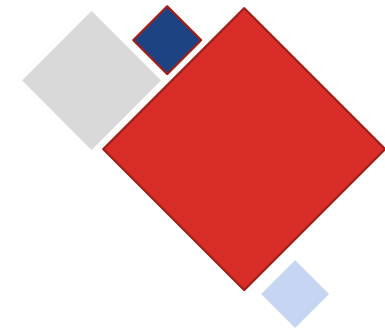
**Responsive Partner**

- FDOT**
- Transportation infrastructure

**Involvement**

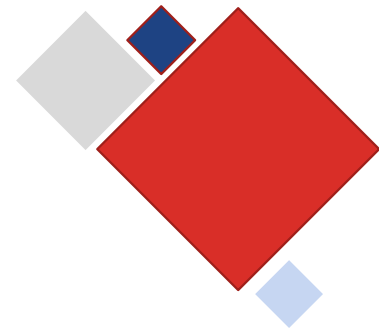
**Engage Inform Communicate**

- Community**
- Needs
  - Concerns
  - Input



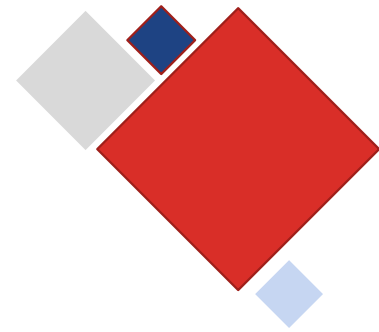
# COMMUNITY BASED APPROACH

- Created of a Transportation planning office
- Continue involvement with MPO process (LRTP) and support local/community goals
- Align corridor vision with local vision
- Integrate transportation and land use planning
- Talk and engage with the right individuals
- Corridor vision will carry forward during project development and design phases of projects



# HOW WILL FDOT GO ABOUT IT?

- Who do we currently talk to and who should we talk to?
  - Help FDOT identify the right staff with your agency
- Adjust our current business model
- Look for Partnerships
- Focus on community success



Early and continued  
partnering/communication with  
our local partners is the key

# Questions

