

D5 Safe-T Advisor

July 2010



Pedestrian Road Safety Audits

Road Safety Audit (RSA) is the formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users. The FHWA works with State and local jurisdictions and Tribal Governments to integrate RSAs into the project development process for new roads and intersections, and also encourages RSAs on existing roads and intersections. The aim of an RSA is to answer the following questions: What elements of the road may present a safety concern: to what extent, to which road users, and under what circumstances? What opportunities exist to eliminate or mitigate identified safety concerns?



Road safety audits can be used in any phase of project development from planning and preliminary engineering, design and construction. The pedestrian RSA materials provide more detail on pedestrian safety issues than the traditional RSA. One of the key features of the pedestrian RSA materials is a set of prompt lists. These prompt lists help ensure that audit teams consider key issues for pedestrian safety when out in the field. A master prompt list provides higher level, more general issues to consider. The detailed prompt lists cover the same issues as the master prompt list, but are more specific things to look for during the field review. Taken together, these prompt lists should empower users with different levels of expertise on pedestrian safety issues to conduct successful RSAs.

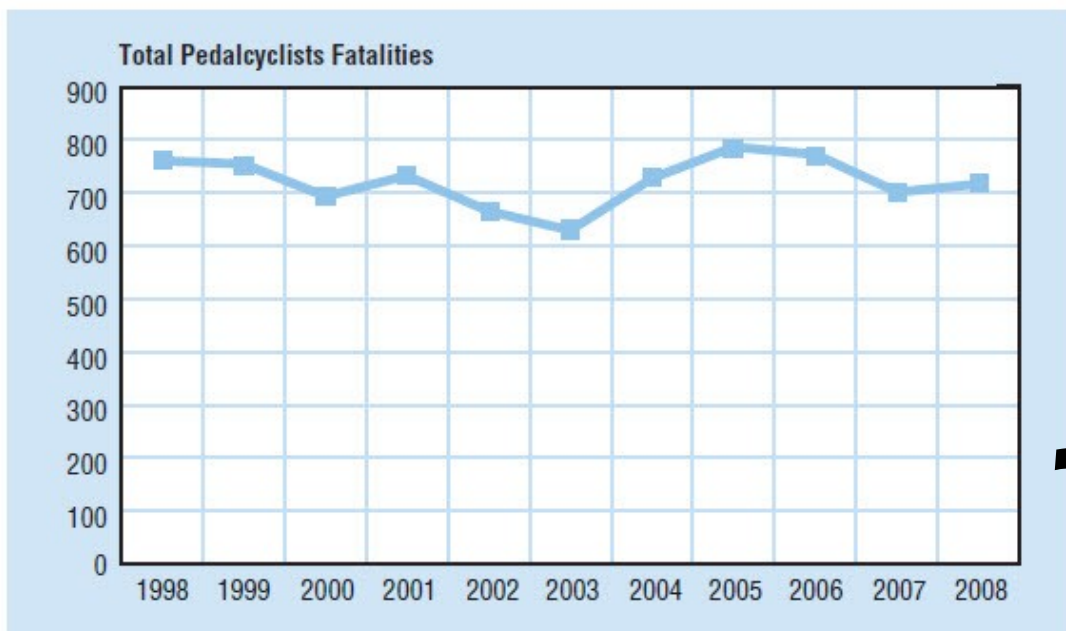
Traffic/Bike Safety Facts

The first automobile crash in the United States occurred in New York City in 1896, when a motor vehicle collided with a pedalcyclist rider (Famous First Facts, by Joseph Kane). About 53,000 pedalcyclists have died in traffic crashes in the United States since 1932 — the first year in which estimates of pedalcyclist fatalities were recorded. The 350 pedalcyclists killed in 1932 accounted for 1.3 percent of the 27,979 persons who died in traffic crashes that year.

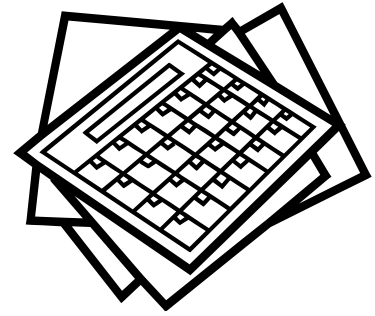
In 2008, 716 pedalcyclists were killed and an additional 52,000 were injured in traffic crashes. Pedalcyclist deaths accounted for 2 percent of all traffic fatalities, and pedalcyclists made up 2 percent of all the people injured in traffic crashes during the year.

The number of pedalcyclist fatalities in 2008 is 6 percent lower than the 760 fatalities reported in 1998. The highest number of pedalcyclist fatalities ever recorded in the Fatality Analysis Reporting System (FARS) was 1,003 in 1975. Pedalcyclists accounted for 14 percent of all nonoccupant traffic fatalities in 2008.

Figure 1
Total Pedalcyclist Fatalities, 1998-2008



Dates to Remember



July 2010

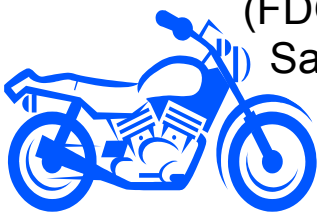
- 4th Independence Day **United States**
- 5th Independence Day **Work Holiday**
- 8th Marion CTST meeting 9:00 AM **Ocala PD**
- 9th Law Enforcement Challenge Banquet **Rosen Shingle Creek Resort**
- 12th CTST Statewide Coalition Meeting **Via Video Teleconference**
- 13th West Volusia CTST meeting 8:30 AM **FHP DeLand**
- 14th Osceola CTST meeting 9:00 AM **Osceola Sheriffs Office**
- 14th Ride Your Motorcycle to Work Day **<http://www.ridetowork.org/>**
- 15th Lake CTST meeting 9:00 AM **FDOT Leesburg Operations**
- 20th Orange CTST meeting 9:00 AM **Orange County Public Works**
- 21st Brevard CTST meeting 9:30 AM **Brevard County Government**
- 22nd East Volusia CTST meeting 9:00 AM **Daytona Beach Public Works**
- 25th-28th International Forum Traffic Records **New Orleans, LA**
- 27th Seminole CTST meeting 8:30 AM **Lake Mary PD**

August 2010

- 1st—7th National Stop On Red Week **<http://www.stopedlightrunning.com>**
- 3rd National Night Out **<http://www.nationaltownwatch.org>**
- 10th West Volusia CTST meeting 8:30 AM **FHP DeLand**
- 11th Osceola CTST meeting 9:00 AM **Osceola Sheriffs Office**
- 12th Marion CTST meeting 9:00 AM **Ocala PD**
- 17th Orange CTST meeting 9:00 AM **Orange County Public Works**
- 18th Brevard CTST meeting 9:30 AM **Brevard County Government**
- 19th Lake CTST meeting 9:00 AM **FDOT Leesburg Operations**
- 19th-20th Statewide Traffic Summit **TBD**
- 24th Seminole CTST meeting 8:30 AM **Lake Mary PD**
- 26th East Volusia CTST meeting 9:00 AM **Daytona Beach Public Works**

What is RideSmartFlorida.com?

This web site is the place to go for information on rider education and training, rider conspicuity, motorist awareness, personal protective equipment, operator licensing, and the deadly consequences associated with rider impairment and speeding. This site also provides help and support to local communities and motorcycle clubs with access to public service announcements (PSA), motorcycle-related statistics, rider education information, and links to other web sites related to motorcycle safety. The Florida Department of Transportation's (FDOT) Motorcycle



Safety Program, along with their program partners, developed the site

to make it easier for anyone interested in promoting motorcycle safety to find the information and resources they need quickly and easily.



The FDOT Motorcycle Safety Program is primarily funded by Section 402 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) funds which are Federal funds supporting highway safety programs.

<http://www.ridesmartflorida.com/>

STANDUP ACT

The **Safe Teen and Novice Driver Uniform Protection Act** (also called the STANDUP Act) was introduced in the House of Representatives in April 2009 by Reps. Tim Bishop (D-NY), Michael Castle (R-DE), and Chris Van Hollen, Jr. (D-MD).

A nearly identical version of the bill, S. 3269, was introduced in the Senate in April 2010 by Sens. Kirsten Gillibrand (D-NY), Christopher Dodd (D-CT), and Amy Klobucher (D-MN).

This legislation would establish minimum federal requirements for state GDL laws and encourage all states to adopt GDL laws that meet those minimum requirements within 3 years.

For 3 years following enactment of the STANDUP Act, states with the minimum GDL requirements would receive grants to help them with GDL education and enforcement.

For states that don't comply with the STANDUP Act minimum requirements within three years, the Secretary of Transportation would withhold a percentage of certain federal highway construction program funds.



Funds that are withheld would be returned to states that comply within 3 fiscal years following the fiscal year for which funds were withheld. Withheld funds that are not recovered by a state within the 3-year period would be forfeited and returned to the U.S. Treasury.

Here is an overview of the STANDUP Act:

States must meet the following requirements under the STANDUP Act:

Three stages of licensing – learner’s permit, intermediate stage, and full licensure – should be used

Age 16 should be the earliest age for entry into the learner’s permit process

Nighttime driving while unsupervised should be restricted during the learner’s permit and intermediate stages, until full licensure at age 18

Driving while using communication devices (cell phone calls, texting) should be prohibited at least until full licensure at age 18

Unrestricted, full licensure should occur no earlier than age 18

Passengers should be restricted – no more than one non-familial passenger under age 21 unless a licensed driver over age 21 is in the vehicle – until full licensure at age 18

Any other requirement adopted by the Secretary of Transportation, such as a minimum duration of 6 months and a minimum of 30 hours of supervised driving for a learner’s permit, may be included

Compliance with the requirements within the first three years after enactment will make states eligible for incentive grants

Three years are provided for states to meet the requirements, after which sanctions are imposed to encourage states to meet the requirements

<http://www.saferoads4teens.org/standup-act>

Community Traffic Safety Teams(CTST) District 5 Directory



Joe Steward

Community Traffic Safety Program Coordinator

Florida Department of Transportation

Office: (386)943-5323

Fax: (386) 740-4314



District 5 CTST Safety Teams and Chairs

Brevard County– March 1995

Lt. Pat Hartselle– Chair
Rockledge Police Department
123 Barton Blvd
Rockledge, FL 32955
Office: (321)690-3988
Fax: (321) 690-3996

Orange County– September 1994

Sheryl Bradley– Chair
Orlando Police Department
P.O. Box 913
Orlando, FL 32802-0913
Office: (407)246-2814
Fax: (407) 246-3816

Seminole County– May 1989

Robin Butler– Chair
Seminole County Traffic Engineering
140 Bush Loop
Sanford, FL 32773
Office: (407)665-5641
Fax: (407) 324-0890

Lake County– February 1997

Noble Olasimbo– Chair
437 Ardice Avenue
Eustis, FL 32728
Office: (352)483-9092
Fax: (352) 483-9015

Osceola County– December 1995

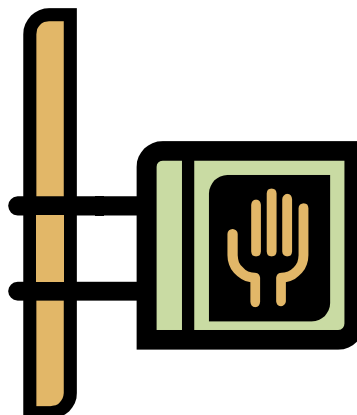
Hector Lizasuain– Chair
Osceola County West 192 Redevelopment
4845 W. Irlo Bronson Memorial Highway
Kissimmee, FL 34746
Office: (407)390-1700

Volusia County (East)– March 1993

Harold Briley– Chair
Volusia County Traffic Operations
455 Walker Street
Holly Hill, FL 32117
Office: (386) 239-6535

Marion County– February 1996

Major Dennis Yonce– Chair
Ocala Police Department
402 South Pine Ave
Ocala, FL 34478
Office: (352)369-7000
Fax: (321) 369-7224



Volusia County (West)– September 1995

Lt Kevin Vaughn– Chair
Florida Highway Patrol
1551 E. International Speedway Blvd
DeLand, FL 32724
Office: (386) 736-5350 ext 105
Fax: (386) 736-5388

The CTST Newsletter is a product of the FDOT, District 5 Safety Office. If you are having an event (Safety Fair, Mock DUI Crash, Enforcement Wave, Child Safety Seat Checkpoint, Sobriety Checkpoint, etc.) please e-mail your information to "joe.steward@dot.state.fl.us".
