

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**HIGHWAY SAFETY CONCEPT PAPER**

**Agency:** City of Gainesville Public Works Department  
**Concept Paper Title:** Gainesville Crash Analysis Program Assistant  
**Amount Requested:** \$38,200 (Year 1)

**Priority Area for Concept Paper:**

- |   |   |
|---|---|
| <input type="checkbox"/> Community Traffic Safety                   | <input type="checkbox"/> Police Traffic Services    |
| <input type="checkbox"/> Impaired Driving                           | <input type="checkbox"/> Roadway Safety             |
| <input type="checkbox"/> Motorcycle Safety                          | <input type="checkbox"/> Speed/Aggressive Driving   |
| <input type="checkbox"/> Occupant Protection/Child Passenger Safety | <input checked="" type="checkbox"/> Traffic Records |
| <input type="checkbox"/> Pedestrian/Bicycle Safety                  |   |

**Type of Request:**

- Initial       Continuation

**Type of Project:**

- Local       Statewide

**Head of Agency:**

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**FDOT USE ONLY:**

Concept Paper Number: _____	Assigned Module: _____
Postmark Date: _____	Planner Assigned: _____
Date Received: _____	Date Assigned: _____
Entered Into Database: _____	Planner Received: _____

**Statement of the Problem:** (Give details about the traffic safety problem that you want to correct. Include at least three years of crash, injury, fatality, and citation data to show the extent of the problem.)

The City ranks in the top 10 cities in the State in the incidence of crashes, and lacks adequate staff to address the problem. Over the past three years, the City of Gainesville has experienced an upward trend in crash occurrence, while a reduction was observed statewide. Crash occurrence in the City is consistently higher than the statewide average. In 2008, the crash ratio per 1,000 population in Gainesville was 19.68 compared to the statewide average of 12.94, with the City ranked # 9 when compared to cities with population of 100,000 or greater (see Table 1). The City of Gainesville ranks at the top 25% of its population group in four out of the ten priority categories established by the FDOT Safety Office (source: Highway Safety Matrix – Ranking of Florida Cities, Revised 04/09), including crashes involving bicycles (ranked # 4) and pedestrians (ranked # 7), aggressive driving (ranked # 5) and teen drivers (ranked # 6).

Table 1: Total Crash Occurrence (2006 – 2008)

Florida: 2006 = 256,200 crashes; 13.96 crashes per 1,000 pop.

Florida: 2007 = 256,206 crashes; 13.72 crashes per 1,000 pop.

Florida: 2008 = 243,342 crashes; 12.94 crashes per 1,000 pop.

Statewide Trends: 2006-2008 = -7.33%; 2007-2008 = -5.66%

Gainesville: 2006 = 2,364 crashes; 19.55 crashes per 1,000 pop.

Gainesville: 2007 = 2,274 crashes; 18.54 crashes per 1,000 pop.

Gainesville: 2008 = 2,450 crashes; 19.68 crashes per 1,000 pop.

Gainesville Trends: 2006-2008 = +0.66%; 2007-2008 = +6.16%

Sources: Florida Traffic Crash Statistics Reports, by the Florida Department of Highway Safety and Motor Vehicles (online at: <http://www.flhsmv.gov/html/safety.html> ); Florida Estimates of Population, Bureau of Economic and Business Research, University of Florida (online at: <http://edr.state.fl.us/population/Population-city-county.pdf> )

As the seat of the University of Florida, Gainesville has a high level of pedestrian and bicycle activity, as well as transit usage. Development patterns in and around the University campus as well as other areas throughout the City promote the use of alternative modes of transportation. As more pedestrians and cyclists use the roadways, the potential for conflicts with motor vehicles increases. It is also important to note that there has been a significant increase in the usage of motorcycles and scooters (over 40% increase from 2007 to 2008; based on data from the University Transportation and Parking Services Office; 2008), given the parking restrictions on campus and other economic benefits associated with this transportation mode. Gainesville ranks # 12 in the number of motorcycle crashes.

The City needs dedicated staff to implement a traffic safety program that analyzes traffic crash data in order to identify problem areas, trends, and potential solutions to address the deficiencies, including identification of corrections by engineering, targeted enforcement and education.

**Proposed Solution:** (Explain the countermeasures that you plan to implement to correct the problem and how the funding that you have requested will support those countermeasures.)

Currently the Gainesville Police Department collects and maintains traffic crash data but no formalized process or program for data analysis exists. With the assistance of this grant the City Public Works Department will hire a full time program assistant to implement a crash analysis program that will utilize the existing traffic crash databases to determine, among others: trends; specific problems such as locations with high incidence of bicycle and pedestrian crashes, aggressive driving, fatalities and injuries, alcohol/DUI related crashes, motorcycle crashes; and identification of high crash corridors for implementation of enforcement strategies. The crash analysis program will enable the generation of periodic reports that will allow the City to evaluate current conditions and establish baselines to determine the effectiveness of corrective measures over time. In addition, the analysis performed will assist in the prioritization of capital projects and allocation of funds. Identified safety projects will be added to the City's Transportation Improvement Plan which addresses multimodal transportation needs. Coordination with law enforcement agencies will enable targeted traffic enforcement efforts increasing program efficiencies.

It is understood that no match is required for the first year, and that the project may be funded for a maximum of 3 years, with a local match requirement of 25% for the second year and 50% for the third year of the program. This request is for funding of personnel services for a program assistant at the cost of \$38,200 per year. It is assumed that a 1% raise will be added to years 2 and 3, based on City historical raise information. The total request over a 3-year period is as follows:

Year 1: \$38,200 Federal funds; no local match

Year 2: \$28,900 Federal funds; \$9,630 local match

Year 3: \$19,500 Federal funds; \$19,500 local match

Year 4 and beyond: No Federal funds; 100% local funds

**Project Objectives:** (List the short term goals that you have for the project. Some should be quantifiable, such as, "To reduce the number of people killed and injured in crashes by 5% compared to last year's statistics.")

This proposed project aims to increase roadway safety for all users in the City of Gainesville by achieving the following objectives: (1) to gain an understanding of the crash problem in the City by identifying and ranking the top crash locations (i.e., by intersection type, crash type, top 10 crash corridors); (2) to identify and implement crash countermeasures, and (3) to reduce the occurrence of crashes.

This program will help achieve the goals and objectives of the Florida Strategic Highway Safety Plan in relation to intersection safety, vulnerable roads users and aggressive driving behavior. As mentioned previously, the City is ranked at the top 25% of its population group in these same categories.

**Evaluation:** (Explain how you will determine if the project is a success.)

Project success will be evidenced by the ability to analyze data and produce periodic reports that identify crash trends and serve as the base for identification and implementation of corrective measures within City limits. Administrative reviews will be conducted quarterly to assess progress.

# CONCEPT PAPER BUDGET

500-065-17  
SAFETY  
12/08

List each item for which you are requesting funding and the estimated cost of the item(s). Equipment that has a unit cost of \$1,000 or more should be listed in the Operating Capital Outlay section.

BUDGET CATEGORY	TOTAL	FEDERAL FUNDING	MATCH	
			STATE	LOCAL
<b>A. Personnel Services</b>				
Program Assistant	\$38,200	\$38,200	\$0	\$0
Y1 = \$38,200.00	\$ 0	\$0	\$0	\$0
Y2 = \$28,890.00 Federal; \$9,630.00 Local	\$ 0	\$0	\$0	\$0
Y3 = \$19,500.00 Federal; \$19,500.00 Local	\$ 0	\$0	\$0	\$0
	\$ 0	\$0	\$0	\$0
Y1 Monthly Salary: \$2,347.00	\$ 0	\$0	\$0	\$0
Y1 Benefits: \$592.00	\$ 0	\$0	\$0	\$0
Y1 Projected Monthly Cost: \$2,939.00	\$ 0	\$0	\$0	\$0
	\$ 0	\$0	\$0	\$0
	\$ 0	\$0	\$0	\$0
	\$ 0	\$0	\$0	\$0
	\$ 0	\$0	\$0	\$0
	\$ 0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$38,200</b>	<b>\$38,200</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>B. Contractual Services</b>				
	\$ 0	\$0	\$0	\$0
	\$ 0	\$0	\$0	\$0
	\$ 0	\$0	\$0	\$0
	\$ 0	\$0	\$0	\$0
	\$ 0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>C. Expenses</b>				
	\$ 0	\$0	\$0	\$0
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	\$ 0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>

