

MESSAGE FROM SECRETARY DAVID GWYNN



Over the past year, Florida Department of Transportation (FDOT) has been moving forward with Secretary Kevin Thibault's Vital Few statewide initiative. I am fortunate to be one of the Executive Sponsors of the Vital Few Safety team. One of the primary focus areas of this team is to ensure that safety is integrated and prioritized in everything we do. Our goal is Vision Zero, which means essentially eliminating fatalities and serious injuries on our transportation facilities.

In order to move in that direction, I have decided that District Seven will create a Safety Department, similar to other Departments in our district. This department will evolve over time and be tasked with ensuring safety is integrated into everything we do.

To start this endeavor, we needed a leader to guide us in the development of this department. Therefore, I am pleased to announce that Peter Hsu, P.E. is the first District Seven Safety Administrator. Peter has over 30 years of experience in traffic operations and safety with over 25 in District Seven. I have personally known Peter for almost 35 years and know how passionate he is about highway safety and moving towards Vision Zero. He reports directly to me and, over the upcoming months, we will continue to develop this department and implement its work.

Peter began serving in his new role immediately. Other staff will be added to the new department as needed in the future. Please join me in welcoming Peter to this new position!



Peter Hsu overjoyed in his new role as Safety Administrator.

Vital Few Safety Communication Plan

The Vital Few Safety Internal Communication Plan is one action toward creating this culture of safety. It outlines an approach to raise awareness and prompt action from employees within FDOT about the importance of safety to advance Florida's vision of a fatality-free transportation system. This document describes the purpose, objectives, and target audience, and lists communication tools that can be used when communicating the safety message. The final section outlines actions that executive management, directors, managers, and staff are expected to take to encourage transportation safety among staff, coworkers, family, and friends.



Continued on next page...

Vital Few continued...

PURPOSE

The purpose of this plan is three-fold: to increase knowledge and awareness among all FDOT employees about how safety impacts their day-to-day life and work within FDOT; to ensure a consistent and effective safety message and culture among all FDOT employees; and to prompt change, if needed, in the approach to their work so that all staff view their job at FDOT as one that, in some way, influences the elimination of fatalities and serious injuries on the roads we all use to get to home, work, school, and play.

KNOW

As part of their individual work and job duties, all FDOT employees are responsible for contributing to the vision of a transportation network that is well planned, supports economic growth, and has the goal of being congestion and fatality free. It takes many hands to accomplish this vision, and your position will help us get there. Your job duties are a part of the safety puzzle whether out in front or behind the scenes. It takes everyone working together and recognizing how they contribute to move the needle to zero.

Communication Techniques & Tools

- Slide deck for safety messages
- Fact sheets/tip cards
- Implementation activities
- Employee survey, polls, competitions, and gamification
- Email signature block



THINK

As you go about your daily business, think...

- As an FDOT employee, I am an ambassador for the safety message.
- My words and actions should help others understand the risks of dangerous driving, riding, and walking behaviors. I should be ready to share information that can help them make safer choices.
- The way I execute my job duties can help influence safe driving, riding, and walking behaviors of coworkers, family, and friends.

DO

To move toward the goal of being congestion and fatality free, all FDOT employees are expected to do the following:

- Purposefully understand how my job impacts safety.
- As applicable, ensure your presentation materials always communicate the safety message related to your work, a current safety topic (i.e. Work Zone Week), or other applicable connection to the safety message.
- Choose to be mindful of safety actions at work, at home, and on the go by practicing safe driving, riding, and walking behaviors, avoiding unnecessary risks, and sharing the road safely with other road users.
- Read and commit (or renew commitment) to safety messages heard during town halls and staff meetings, and seen on computer lock screens, FDOT lobby TVs, and other communication means.
- Participate in employee surveys and polls to provide feedback; employee competitions/gamification to help build energy around safety initiatives; and department events, such as Mobility Week, E-Week, Construction Career Days, and other special events to build awareness and be ambassadors of safety.
- Proactively encourage safe driving, riding, and walking in conversations with coworkers, family, and friends. Distribute available fact sheets and/or tip cards when appropriate.

MEET MEMBERS OF THE VITAL FEW TEAM:



Steven Buck
Roadway Engineering Supervisor



Michael Shepard
State Roadway Design Engineer



Alison Stettner
Director, Office of Policy Planning



"Survey crew ahead" sign with surveyors working in center median.

"Survey crew ahead" signs and technology help survey staff stay safe

It is not uncommon for people traveling to encounter roadway construction. What do they see? It is common for travelers to see reduced speed limit signs, warning signs, flags, cones, barriers, drums, yellow flashing lights, construction equipment, dust flying, and off-duty officers in patrol cars with blue lights flashing. The lanes may get narrower and shift to the left or right. Equipment running and the beeping of trucks backing up may also be heard—the sensory cues are everywhere. Naturally, motorists heighten their awareness, slow down, and become especially careful in these hazardous conditions—at least they should.

Sometimes, drivers also come upon safety signs along the highway that say "survey crew ahead." They might see nothing but a truck with flashers and three guys wearing safety vests working off in the grass. That might make one think: what is that about? Warning signs for people that are not even in the road? Why should I slow down for "survey crew ahead" signs?

The fact is that surveyors working on roadways are always in danger and that fact is always in the minds of everyone on the crew. Drivers can be distracted, erratic, and impatient. The best layout of signs, cones, and flags will not stop a vehicle that leaves its lane. Roadways and right-of-ways are environments where field staff need to remain vigilant and constantly have each other's backs. Surveyors

must do this while also accurately and efficiently collecting the information that is vital to the improvement and maintenance of roadway facilities.

To reduce risk to personnel, FDOT works to minimize the need for field staff to enter into travel lanes, shoulders, and clear recovery areas. Technology is the main tool the department uses to reduce interaction between survey crews and drivers. Pavement elevations and cross-slope data can now be collected by various methods that keep surveyors at a safer distance. Some methods include: static and mobile terrestrial LiDAR, or Light Detection and Ranging, a remote sensing method used to examine terrain; photogrammetry, which uses software to record, measure, and interpret photographic images; and reflectorless total stations, which are highly-accurate short-range field devices used for positioning, stakeout, grade checking, and measurement.



Example of vehicle carrying a mobile LiDAR unit.

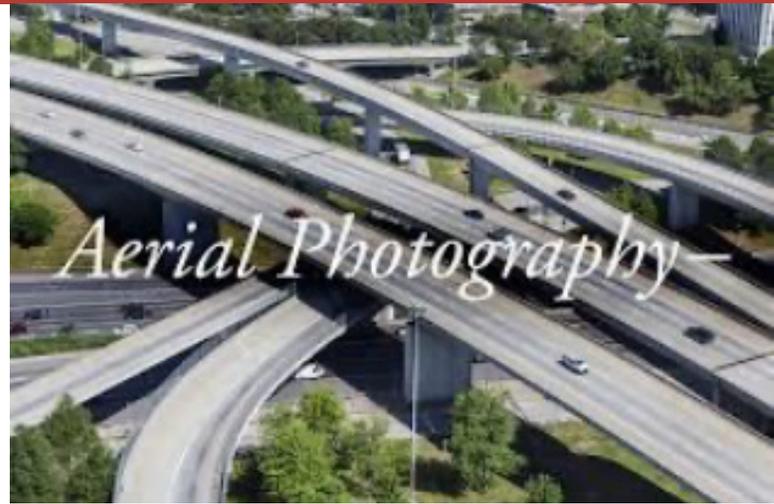
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"Survey crew ahead" continued...

Every day, survey field crews spend a portion of their day near or in the paved areas of the road, measuring cross slopes, setting aerial/LiDAR targets, opening drainage structures, and locating historic alignment points and land corners.

All FDOT survey field staff in District Seven have an Intermediate Maintenance of Traffic Certification, at a minimum, and some have Advanced Maintenance of Traffic Certification. The district also has the ability to contract Maintenance of Traffic (MOT) services through Bob's Barricades.

The "survey crew ahead" signs are certainly less visually obvious when compared to full-blown construction sites, but the hazards to staff, consultants, and the motoring public are the same.



Example of aerial photography.

Please help keep our survey field staff safe. Slow down when you see "survey crew ahead" signs.



FDOT District Seven staff pose next to the District One truck tailgate messages that inspired District Seven's initiative.

Mobile "billboards" take safety messaging to the streets

Secretary David Gwynn and the District Seven Safety Office team have decided to utilize FDOT trucks to promote safety messages by applying informative wraps on vehicle tailgates. With District Seven covering a large area of West Central Florida, it can be a challenge to engage all of its communities while operating within a limited budget. Traditional roadside billboard costs vary across the district and only reach drivers along particular roadways, so their impact can be limited. Using District Seven's fleet of trucks to act as mobile billboards, the district will be able to reach a greater number of road users within the five designated counties.

District Seven's goal is to have safety messages installed on all truck tailgates in the fleet within the next year or so. As the team continues with this great investment, the district is able to highlight all focus areas of the Vision Zero campaign throughout District Seven's counties.

The District Seven Community Traffic Safety Teams program manager expresses his thanks to the District One team for sharing their resources, helping make this program come together.



One design being considered for tailgate wraps on District Seven trucks.

Minor adjustments to traffic signals can mean major safety benefits for pedestrians

Year after year, the Tampa Bay Region has been named one of the most dangerous places in the country to ride a bike or walk. Pedestrian and bicyclist safety has been and remains a primary focus of District Seven Secretary David Gwynn. Many pedestrian safety initiatives have been implemented over the years, and staff remains committed to researching and implementing new safety initiatives as they are developed, with the goal of providing the safest possible transportation network for all road users. To that end, District Seven staff have identified the following two additional safety initiatives which will begin deployment in the near future.

LEADING PEDESTRIAN INTERVALS

FDOT will be implementing Leading Pedestrian Intervals, or LPIs. An LPI gives pedestrians the opportunity to enter an intersection three to seven seconds before vehicles are given a green indication. With this head start, pedestrians can better establish their presence in the crosswalk before motorists have permission to turn left.

LPIs provide the following benefits:

- Increased visibility of crossing pedestrians
- Reduced conflicts between pedestrians and vehicles
- Increased likelihood of motorists yielding to pedestrians
- Enhanced safety for pedestrians who may be slow to enter the intersection

Implementation will be completed in two phases. Phase one of LPI deployment will include 48 intersections.

- LPI is readily implementable in these locations
- No signal display, phasing, or other physical modifications are needed
- Existing traffic coordination patterns will accommodate LPI with only minor adjustments required

Phase two of LPI deployment will include 38 intersections. Phase two deployment will require signal timing adjustments.

- Existing controller units cannot accommodate LPI operation so controller unit replacement will be required
- Signal cabinets must also be replaced as existing cabinets do not support the desired operation

FLASHING YELLOW ARROWS

District Seven will also be implementing Flashing Yellow Arrow (FYA) traffic signals at select intersections. An FYA traffic signal head features a flashing yellow arrow indication in addition to red, yellow, and green steady arrow indications. While the flashing yellow arrow indication is displayed, left turns are permitted, but the motorist must first yield to oncoming traffic and pedestrians. Though the FYA signal display is different from five-section signal heads used for protected/permissive left turn phasing, the flow of vehicles and the left turn phasing at the intersection is the same as traditional protected/permissive signals.

The FYA implementation plan is more complex than the LPI plan since it involves determining whether a signal simply requires modification or a full rebuild. A thorough field review must be conducted at each intersection to determine if mounting a signal head on a vertical support can be considered. This option, wherever possible, will be used to increase safety while expediting implementation, reducing cost, and minimizing the need to rebuild the signal. Most of the signals built prior to the year 2000 will have to be rebuilt due to a change in code that requires signals to withstand higher wind speeds. Implementation of FYAs will take place over several years depending on funding availability.



FDOT SPOTLIGHTS:

Staff bicycle the Courtney Campbell Trail to assess concerns

Ensuring bicyclist safety is an important goal for FDOT District Seven. On May 28, 2021, FDOT Design and Safety group engineers and planners rode bicycles along the Courtney Campbell Causeway (SR 60) Trail to gain first-hand knowledge of the trail and to understand citizen safety concerns.

(Right) Allan Urbonas, FDOT; Brentin Mosher, CUTR; Zabrina Penton, FDOT; Daniel Lauricello, FDOT; Peter Hsu, FDOT; Julie Bond, CUTR; Alex Henry, FDOT; David Guttenplan, FDOT pose next to the Courtney Campbell Trail.



New turn lane on SR 674 helps facilitate efficient response times for emergency service vehicles.

Sun City first responders collaborate with District Seven

As part of construction of SR 674 in Sun City, a directional median opening was being installed at Ray Watson Drive. During the initial installation, Sun City Center Emergency Squad Chief, Mike Bardell, reached out to FDOT District Seven for details on what the final median configuration was going to be upon completion. After more information was provided, the chief expressed his concern that this change was going to adversely affect the overall response times for emergency services in the area. District Seven Traffic Operations staff and the engineer of record worked diligently with Chief Bardell to find a resolution. The team was able to come up with a solution that maintained previous response times while also increasing safety at this intersection. The chief was so pleased that he personally emailed the department to thank staff for their hard work and for listening to his concerns. Chief Bardell had this to say: "your diligence to find a resolution has allowed us to continue to serve the community without extending run times. There are times when every second counts."

St. Pete Beach residents spark partnership to install much needed crosswalk

FDOT District Seven recently partnered with Pinellas County to complete a mid-block crosswalk safety improvement project, including rectangular rapid flashing beacons, near TradeWinds resort on Gulf Boulevard in St. Pete Beach. The crosswalk project was a direct result of local citizens reaching out to FDOT and requesting a crossing be installed closer to their community so elderly residents have easier and safer access to the beach.

This isn't the first time a crosswalk was proposed for this location. The project was originally anticipated to be included as part of a TradeWinds Resort redevelopment plan. Upon discovering the resort would no longer be redeveloping their entrance/exit connections to Gulf Boulevard, FDOT began pursuing other options. The



People using new crosswalk on Gulf Boulevard.

City of St. Pete Beach was approached next to try and incorporate the work into their upcoming utility project along Gulf Boulevard, however, due to a change in the city's construction approach, it was not able to include this work in its project. District Seven Traffic Operations staff then reached out to both Pinellas County and FDOT Pinellas Operations to propose a joint project to accomplish the work on behalf of the local residents. Coordination efforts between all parties followed: the Traffic Operations team developed the design plans and purchased the sign materials; Pinellas Operations Asset Maintenance Contractor performed all concrete work; and Pinellas County constructed the signals, signage, and pavement markings to conclude the construction. The design process for the crosswalk began in early 2020 and the coordination process between Traffic Operations, Pinellas County, and Pinellas Operations started in June 2020. By January 2021 the crosswalk was 100% completed.



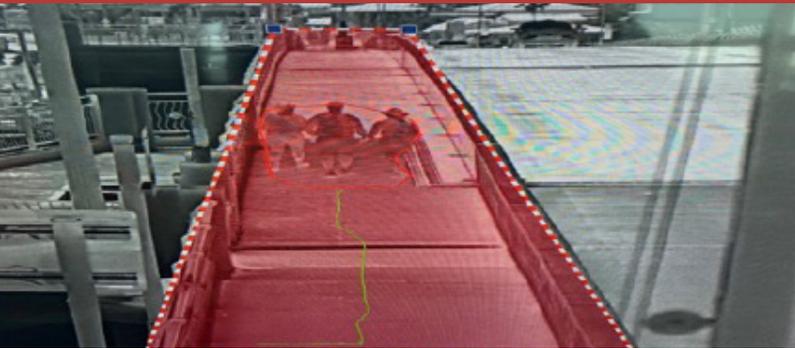
Washouts from heavy rain require repairs.

Courtney Campbell Causeway trail improvements

The Courtney Campbell Causeway multi-use trail was experiencing ongoing washouts, resulting in erosion along the trail, and causing safety concerns for trail users. To make the trail safer, the FDOT District Seven Tampa Operations team prioritized restoration of washout areas and removed vegetation.



Vegetation on trails can be hazardous and impedes usable trail area.



Activity is monitored and tracked within the highlighted red area outlined by camera software.

Bridge operators keep an extra "eye" on pedestrians

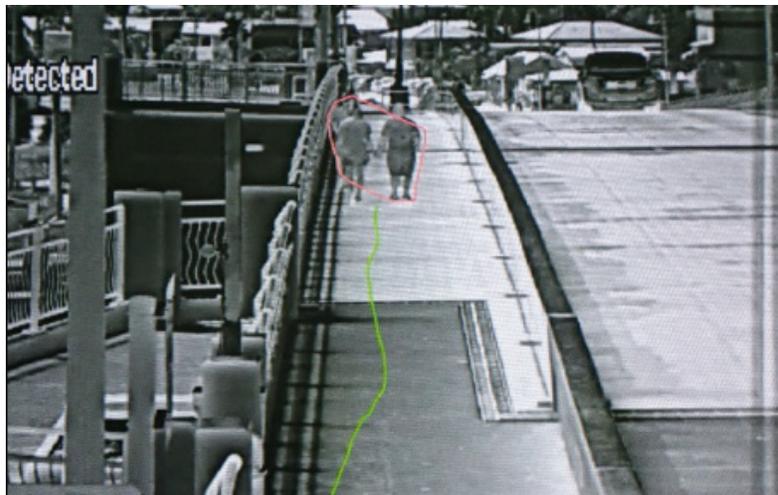
With beautiful white sand beaches at one corner and the popular John's Pass Village Boardwalk tourist attractions, restaurants, shops, and fishing charters on the other, the movable bridges on SR 699 over John's Pass attract significant northbound and southbound traffic, including lots of pedestrians.

Unfortunately, there have been a couple of "close calls" for pedestrians traveling on the bridges when the spans began to open. To address this, the District Structures Maintenance Office teamed up with District Seven Traffic Operations to develop an innovative approach using advanced technology in order to help prevent serious injury.

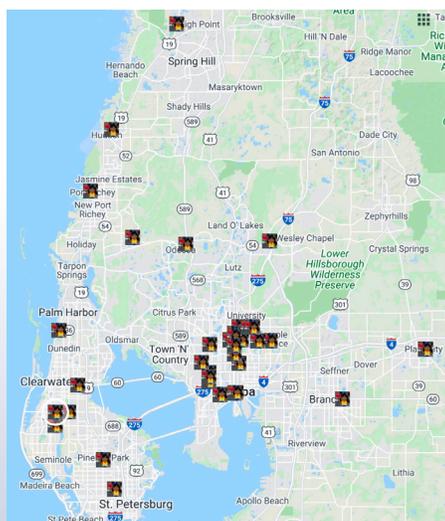
With public safety being paramount, thermal imaging cameras were installed on the oncoming and off-going traffic signal mast arms to assist bridge tenders in safe operation of the bridges. A new high-definition monitor and computer software,

installed above the control console, help the bridge tender identify any possible safety concerns before the opening operation begins. The computer software monitors heat signatures to highlight and track objects within an assigned monitoring zone. According to reports from bridge tenders, the cameras can even track pelicans, seagulls, and other wildlife that pass through the monitoring zone.

This is the first time thermal imaging cameras have been installed on a movable bridge within the entire Florida statewide system. Other districts have expressed interest in the effectiveness and overall operation of these cameras, which have so far been favorably reviewed by tenders, maintenance personnel, and FDOT alike. Special thanks go out to District Seven Traffic Operations for assistance and funding.



Pedestrians walking within the designated area.



PROJECT UPDATE: Signal cabinet art provides safety messaging on the street

District Seven has been installing signal cabinet art along major corridors with significant pedestrian and bicyclist traffic. To date, more than 40 wraps have been installed around the region. The map to the left displays all of the locations where the signal cabinet wrap art is currently displayed.

See original full story in the **FDOT D7 Safety Spring 2021** issue.

Roadway surface treatments on Hillsborough Avenue help motorists to stop



Intersection with HFST applied. Close-up image shows regular pavement (on left) and HFST treatment (on right).

Sometimes signals and signage simply aren't enough to encourage drivers to properly stop at intersections. In recent years, numerous crashes involving pedestrians, including serious injuries and fatalities, have occurred at three Hillsborough Avenue intersections: Central Avenue; Sheldon Road; and nearby Lagoon Street. With support from researchers at Center for Urban Transportation Research at University of South Florida, FDOT District Seven staff analyzed crash data from the three intersections and determined that drivers aren't stopping before the stop bar and/or are not stopping in a timely manner.

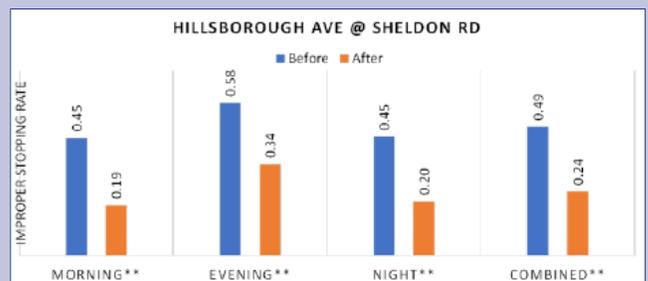
All three Hillsborough Avenue intersections already have traffic signals and marked crosswalks, requiring District Seven to explore additional solutions to address improper stopping behavior. As part of a safety pilot project, beginning fall 2020, the District Seven team installed High Friction Surface Treatments (HFSTs) at each intersection. HFST is a cost-effective safety countermeasure in which a highly skid-resistant material is bonded to the pavement surface, providing additional resistance when vehicle tires come into contact with it.

While results are preliminary, analysis of crash data following the installation of treatments at each intersection is promising, with a reduction in rear-end crashes specifically observed.

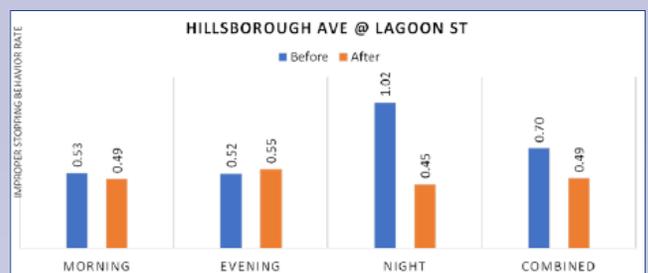
IMPROPER STOPPING RATE

— Before and after study

While longer-term studies will need to be conducted to determine the ultimate success of the HFST, preliminary results are quite positive.



As shown in graph above, a 51% reduction in improper stopping behaviors at Hillsborough Avenue and Sheldon Road since HFST was installed.



The reduction at Hillsborough Avenue and Lagoon Street is less significant due to the presence of a crosswalk (presented in the after stage only), which is close to the stop bar.

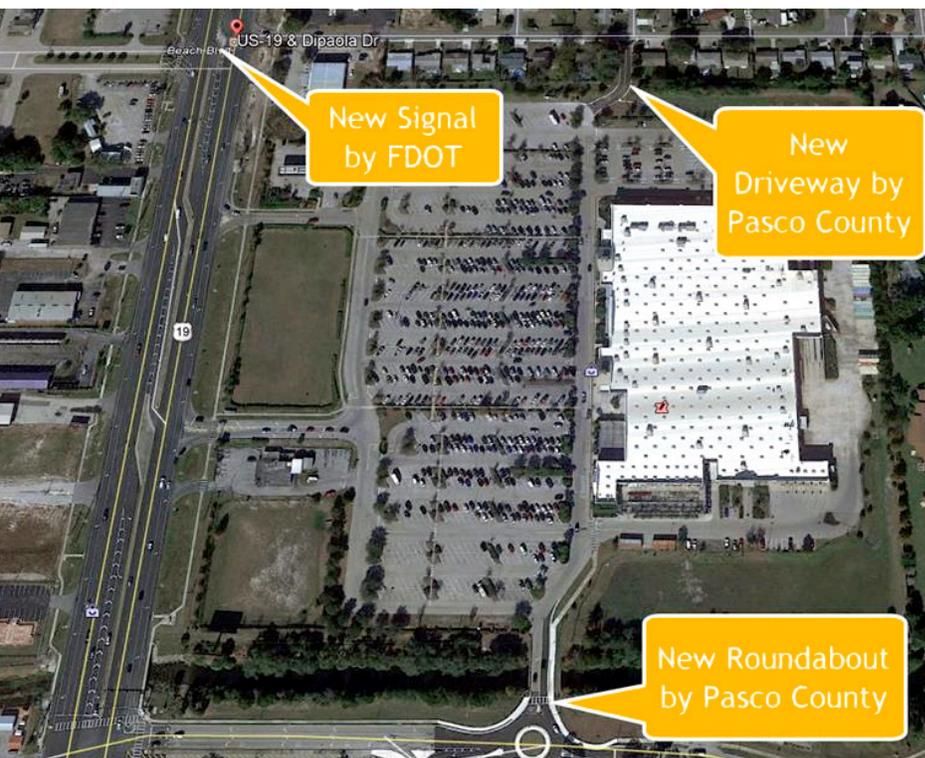
New Pasco County roundabout and signal reduces crashes and improves access to services

FDOT District Seven performed a Traffic Signal Warrant Analysis in response to a high number of crashes occurring at the intersection of US 19 and Beach Boulevard/DiPaola Drive, in Pasco County. The analysis, conducted in June 2019, used a standardized process with guidelines that helped determine installing a traffic signal was justified. The results of the analysis prompted District Seven to address safety and operational improvements by constructing a new traffic signal at the intersection.

The new signal was constructed under the Traffic Operations Design Build Push Button IV Contract. The purpose of this contract is to construct operations and safety projects on an accelerated schedule using federal safety funds and state funds.



New signal on US 19, installed by FDOT.



Aerial view of US 19 with new facility locations mapped.

As an added safety measure, a roundabout was also constructed at the nearby Beacon Woods Drive entrance to Walmart, which is adjacent to intersection on US 19 where the analysis was conducted. The roundabout was constructed by Pasco County as part of an agreement between the county and District Seven which, in return, agreed to remove the existing bi-directional median and install a traffic signal at Beach Boulevard/DiPaola Drive on US 19. The goal of the collaboration was to improve the safety of pedestrians and bicyclists and address other correctable crashes occurring at the intersection. The work was completed in June 2021.

According to crash records, 30 crashes were reported during the three-year period covering January 1, 2015 to December 31, 2017. Sixteen of the reported crashes involved an injury, three involved fatalities, and 11 involved property damage only. The number of crashes by type are as follows:

- Rear End =8 (27%)
- Left Turn =2 (7%)
- Sideswipe =7 (23%)
- Pedestrian =4 (13%)
- Bicycle =5 (17%)
- Head On =2 (7%)
- Fixed Object =1 (3%)
- Off Road =1 (3%)



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Learn bicycle handling skills and safety maneuvers for riding on roadways.

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December 2, 2021
10:00 a.m. to 3:00 p.m.
\$10 per person

Click for MORE INFO & TO REGISTER





GIS software gives field staff a safety boost

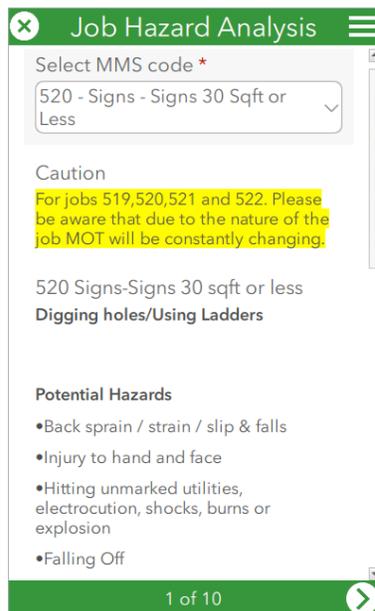
How often do FDOT maintenance crews work in a traffic lane requiring a lane closure? How many times in the last six months were potholes filled on SR 54 in Pasco County? Where are all the locations of signs that were replaced due to traffic crashes in Hernando County in the past 90 days?

These are some of the complex questions that Brooksville Operations staff use the power of Geographic Information System (GIS) Software to answer as they look for ways to improve maintenance processes in the future.

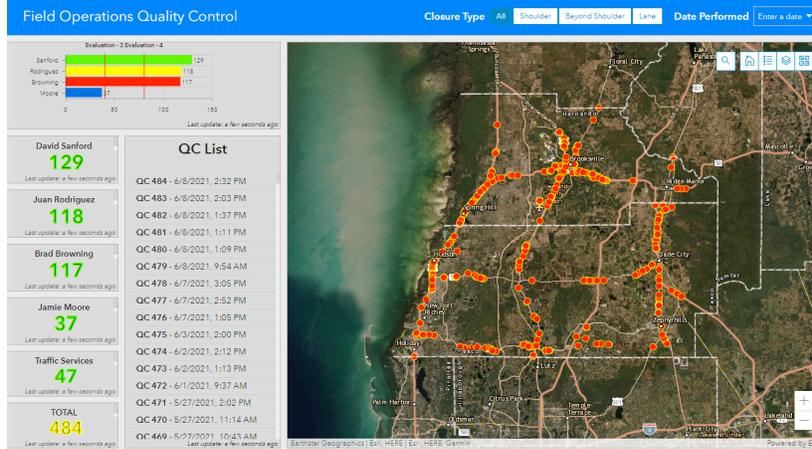
Maintenance employees are most vulnerable from a safety perspective when setting up and taking down Temporary Traffic Control (TTC) devices.

To accurately review and address safety concerns surrounding TTC, data needs to be collected and reviewed in real time. The in-house maintenance staff at Brooksville Operations and Tampa Operations were already using the Environmental Systems Research Institute ArcGIS platform for documenting current and future work orders, so the decision was made to expand this process to gather the additional data necessary to help reduce employee risk. This was accomplished by creating two "smart surveys" within the app, Survey123, which many Operations employees were already familiar with from performing hurricane damage assessments.

The first survey is a Job Hazard Analysis (JHA) questionnaire that the crew completes before a job which points out specific job hazards and recommends controls based on their assigned



Job Hazard Awareness report.



Example of map with tracked data.

task(s). It also gives crewmembers an electronic copy of a standard plan to follow when setting up TTC, based on how they answer questions about their work location in the field. The second survey is a Quality Control (QC) check that the supervisor fills out during routine field inspections performed on in-house crews throughout the day. This is an improvement from the QC paper process that was previously used to record inspections on in-house crews.

Each survey provides valuable location information about what department employees accomplish on a daily basis, along with photographic data that helps guide ways to improve safety. Operations Centers and District Safety Office staff review this information weekly and recommend changes to field staff, taking a proactive approach to improving safety for employees as well as the traveling public.

BWTB 2021 VIRTUAL Summit
November 5, 2021

VIRTUAL BIKE/WALK TOUR – 4:00 to 4:30 P.M.
VIRTUAL SUMMIT – 4:30 P.M. to 6:00 P.M.

bikewalktampabay.org/summit





iCan Bike™ Tampa teaches young people with disabilities how to ride bicycles

Bike/Walk Tampa Bay, Center for Transportation Research at University of South Florida, and University Area CDC, with support from FDOT District Seven, hosted iCan Bike™ Tampa, the first-ever in the Tampa Bay region. During the five-day camp, held June 14-18, 2021, 23 children and young adults with disabilities were provided individualized support, with the goal of teaching them to ride conventional two-wheel bicycles and become lifelong independent riders. The camp is part a national program, iCan Shine, which provided the overall structure and curriculum for the camp, including guidance for the 70 volunteers necessary to make the camp possible.

A press event was held on Wednesday, June 16.

Richard Moss, District Seven Transportation Development Director spoke, along with Dave Andreychuk, Bike/Walk Tampa Bay board chair and former Tampa Bay Lightning player, Sarah Combs, executive director of University Area CDC, Luis Viera, Tampa City councilman, Jon Dengler, WellBuilt Bikes and University Area CDC board member, and Rob Zimprich, Bike/Walk Tampa Bay board vice chair and University Area CDC chief financial officer.



Richard Moss, District Seven Transportation Development Director, speaks at press event.



Volunteers help a student ride a bike during an indoor teaching exercise.

In a video interview with ABC Action News, Mr. Andreychuk said this about the event: "It puts a smile on all of our faces. When you can allow a kid the freedom to ride a bike, it's amazing."

Hosting a local iCan Bike™ camp was first inspired by Heidi Ferraro, a local advocate for people with disabilities whose son has special needs. "Heidi knew how important it was for her son to learn how to ride a bike, and she wanted to bring that to other kids," said Julie Bond, director of Bike/Walk Tampa Bay. Although Heidi was instrumental in bringing the camp to the region, unfortunately, she was unable to see the event happen. Heidi passed away from cancer in June 2020.

Sprint for Safety challenge highlights pedestrian safety and gets people moving

This past spring, FDOT District Seven partnered with Bike/Walk Tampa Bay to host Sprint for Safety, a virtual 5K challenge. The pilot project invited staff from both organizations to engage in physical activity and think about safety from a pedestrian's perspective. More than 200 people joined the challenge during the month of April.

Continued on next page...



Many who joined the event submitted photos of pedestrian infrastructure they encountered during the challenge.

Sprint for Safety continued...

Participants had the option of committing to run or walk either one mile or five kilometers (3.1 miles), and could choose when and where they completed the challenge so long as it was accomplished in one single outing sometime during the month of April. More than 160 people completed the challenge. Everyone who completed the 5K challenge distance will receive a commemorative medal.

“The 5K challenge was a great excuse to get out of the house,” said Zabrina Penton, FDOT Roadway Design Engineer. “It also got me thinking about how pedestrians utilize the environments our teams install—and it was great exercise, too!”



A SPRINT FOR SAFETY MEDAL CEREMONY
WILL BE HELD ON **JULY 15** IN THE FDOT
AUDITORIUM BEGINNING AT 8:30 A.M.

(Top) Ginger Regalado, District Seven Bicyclist & Pedestrian Program Manager, participates in challenge with her daughter and grandson.

(Left) Close-up of medal that will be given to participants who completed the challenge.

Ready, set, go! Make sure you are prepared for this hurricane season

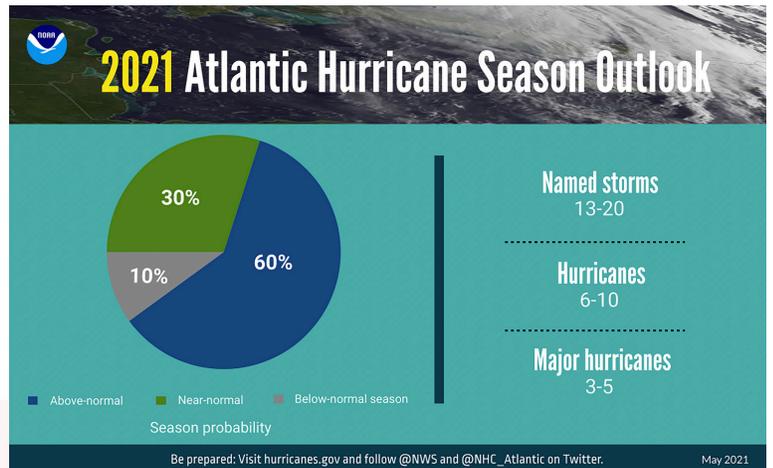
Hurricane season has officially begun. The National Hurricane Center predicts this season will be a busy one, forecasting as many as 20 named storms, though we all know it only takes one. There are two areas of preparedness Department of Transportation employees should be thinking about: our families, and how to do our jobs after a disaster.

First, our families:

Do you have a plan in place to ensure your family is secure and has all the necessary supplies if a hurricane hits? Find out how you can prepare yourself and your family at floridadisaster.org.

Helping our region recover:

Secondly, we need to be prepared to continue our jobs after a disaster. How would a major hurricane affect your ability to do your job and what steps can you take to be prepared for continuity of operations? Our transportation network is a necessary element for the recovery of every community within District Seven. Without



Graphic provided by National Oceanic and Atmospheric Administration: noaa.gov/news-release/noaa-predicts-another-active-atlantic-hurricane-season.png

it, crucial resources cannot get to where they are needed. How can you contribute to the recovery of our region? Find out more about the District’s emergency plans by going to the District Seven Emergency Operations SharePoint site. There you can find a wealth of information about preparedness, including evacuation zones, links to your local Emergency Management office, and how best to shelter in place. Let’s hope for a quiet hurricane season but also prepare for the worst. Prepare now, think ahead, and be ready. It will take all of us when the next big hurricane hits.

A SAFETY REMINDER FROM FDOT ASSISTANT SECRETARY COURTNEY DRUMMOND:



Now that summer is here and schools are out, I encourage all of you to be extra cautious while driving. Whether it be for a vacation, taking kids to summer camp, or for a short trip across

town, there will likely be more people on the road and on sidewalks so it's critical we all make safe driving decisions.

We expect an influx of travelers throughout the summer months; FDOT will be leading another distracted driving awareness campaign through paid and earned media. Please also be sure you are not driving distracted and help us share this life-saving message with others. More information on FDOT's efforts to curb distracted driving can be found on [FDOT's website](#).

In addition, please be mindful and accommodating of everyone on the roadway by always traveling within the posted speed limit. Obeying speed limits in changing

weather conditions also reduces the probability and severity of a crash.

Finally, this summer, FDOT will also be partnering with the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) to encourage safe summer travel. For more information and resources regarding the FLHSMV Safe Summer Travel campaign, please visit the [FLHSMV webpage](#). Safety is everyone's responsibility. Please review the resources above and share them with others so that, together, we can ensure traveling throughout Florida is just as fun as getting to the destination.

Thank you for your continued dedication and hard work for the state and its visitors!

Slow Down, Stay Cool — Safe Summer Travel



If you observe aggressive driving:

- Don't engage with the driver;
- Dial *FHP (*347) from your cell phone or 911 for local law enforcement;
- If possible, get the license plate and/or a brief description of the vehicle (color, type, doors, etc.); and
- Remember, there is nothing wrong with safely pulling over and allowing distance between you and the aggressive driver ... but think safety first always.



SPECIAL THANKS TO THOSE WHO CONTRIBUTED TO THIS ISSUE:

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