



HIGHWAY SAFETY REPORT

CALENDAR YEAR 2010



A Report by the
Florida Transportation Commission



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INTRODUCTION

The Florida Department of Transportation (Department) has identified “safety” as the single most important recurring, underlying theme throughout its programs. The Department includes safety as an integral part of its Mission and Values. Safety permeates throughout the design, construction, maintenance, and operations programs of the Department. In addition to funds committed to safety as part of those programs, a Safety Office has been established within the Department that administers safety programs that also provide funding for:

- Hazard Elimination
- Rail-Highway Grade Crossings
- Traffic Safety Grants
- Pedestrian/Bicycle Safety
- Community Traffic Safety Teams

However, given the state’s unfavorable national ranking in fatalities and fatality rates, a greater emphasis on measuring the effectiveness of the Department’s safety program is warranted.

The Performance Measures Working Group convened in 2005 with one objective being to develop and adopt a new safety performance measure. After several meetings, the Working Group concluded that a separate report was needed to convey a more comprehensive overview of the Department’s highway safety program. The safety performance measure as presented in the annual *Performance and Production Review of the Department* was revised and a series of highway safety indicators were identified to aid in assessing the condition of highway safety in Florida. The Florida Transportation Commission (Commission) advocates elevating the visibility of these statistics, which will serve as a catalyst for action by the Department and its highway safety partners in reducing, where possible, the incidence of highway fatalities and fatal crashes.

The purpose of this report is to provide an update on the Secondary Performance Measure and several safety indicators to assist the Department in assessing the outcomes derived from investments in the safety programs it administers. The Commission recognizes that there are many factors that are beyond the Department’s control that contribute to highway fatalities. These include, but are not limited to:

- Driver skill levels and impairment;
- Use of safety equipment;
- Vehicle condition; and,
- Road and weather conditions.

Florida Department of Transportation Safety Office

Mission

Continually improve the safety of users of Florida's highway system, and the safety of Department employees.

Goals

- Decrease the frequency, rate, and severity of, and potential for, crashes involving motor vehicles, pedestrians, and bicycles on public roads in Florida through the implementation of comprehensive safety programs involving engineering, enforcement, education and/or emergency services.
- Provide procedures, training and awareness activities that foster safe work practices and workplaces for Department employees.

Program Areas

- Highway Safety Grant Program
- Industrial Safety Program
- Transportation Safety Engineering Program
- Pedestrian and Bicycle Program

**FLORIDA DEPARTMENT OF TRANSPORTATION (DEPARTMENT)
STRATEGIC HIGHWAY SAFETY PLAN (SHSP) 2006**

The purpose of the SHSP is to strategically focus funding and other resources on those problem areas where the opportunity for improvement is greatest, as measured by reductions in fatalities and serious injuries. Improving the safety of Florida's surface transportation system for residents and visitors is the unifying goal of Florida's safety community and the overarching goal of the SHSP. The SHSP identifies strategic safety priorities in both public and private agencies and organizations at national, state, regional and local levels.

The federal transportation act of 2005, "Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU), places more emphasis on funding for highway safety than prior acts. Each state transportation department is required to develop and implement a SHSP after consultation with major safety stakeholders (metropolitan planning organizations, traffic enforcement officials, motor vehicle administration officials, motor carrier safety officials, and other state and local safety stakeholders). The resulting state SHSP must:

- *Address all of the 4E's (Engineering, Enforcement, Education and Emergency Services) as key factors in evaluating highway projects;*
- *Identify and analyze safety problems and opportunities;*
- *Include a crash data system that can perform problem identification and countermeasure analysis;*
- *Establish strategic and performance-based goals that focus resources on areas of greatest need;*
- *Advance state traffic records data collection, analysis and integration with other safety data sources; and,*
- *Establish an evaluation process to assess results.*

A Memorandum of Understanding (MOU) was completed and transmitted as a part of the SHSP that was approved in September 2006. The MOU was executed by the following organizations:

Florida Department of Transportation
FDOT Motor Carrier Compliance
Federal Highway Administration
Federal Motor Carrier Safety Administration
Florida Department of Highway Safety and Motor Vehicles
Florida Highway Patrol
Florida Department of Education
Florida Department of Health
Florida Sheriffs Association
Florida Police Chiefs Association
Metropolitan Planning Organization Advisory Council
Florida Operation Lifesaver

Florida's Strategic Highway Safety Plan (SHSP) focuses on seven areas that are targeted towards reducing the rate of fatalities and serious injuries. The goal of the SHSP is "to improve the safety of Florida's surface transportation system by achieving a five percent annual reduction in the rate of fatalities and serious injuries beginning in 2007." The Department achieved a 4.3 percent reduction in the fatality rate and a 5.1 percent reduction in the rate of serious injuries in 2010.

The Department has been meeting with the SHSP leadership group (the organizations of the SHSP) on a quarterly basis to report on and assess the progress that is being made in reducing highway fatalities. In 2010, this group continued to discuss whether the SHSP continued to focus on the appropriate traffic safety problems and whether to amend the SHSP. The leadership group was equally divided between continuing with the existing SHSP for the next five years and adding a few emphasis areas to the current emphasis areas. Suggestions for inclusion were distracted driving, older drivers, younger drivers and work zone crashes.

In August 2010, a SHSP Summit was held in conjunction with the 2060 Florida Transportation Plan Summit in Orlando. Presentations were made on the potential areas for amendment of the SHSP. After the presentations and discussion, attendees voted their preferences for adding emphasis areas. This information, together with the results of an online survey, was considered by the SHSP Executive Committee that met in October 2011. As a result, the Executive Committee voted to amend the current SHSP to: (1) add a new emphasis area for "distracted driving;" (2) add a new emphasis area for "at risk drivers" (aging road users and teen drivers); and, (3) elevate "impaired driving" and "traffic data and decision support" from continuing priority areas to emphasis areas.

The seven areas in the initial SHSP are divided into "emphasis" and "continuing priority" areas. This report will update the progress in reducing fatalities and serious injuries in the emphasis areas of:

- Aggressive Driving
- Intersection Crashes
- Vulnerable Road Users
- Lane Departure Crashes

In addition, the report will provide and update on progress in the "continuing priority" areas of:

- Occupant Protection
- Impaired Driving
- Traffic Data and Decision Support

FLORIDA DEPARTMENT OF TRANSPORTATION HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The Department's State Safety Office is required by the Federal Highway Administration to submit an annual Highway Safety Improvement Program (HSIP) report by August 31 each year. The purpose of the report is to demonstrate that Florida effectively allocated its funding to carry out its HSIP, and that the projects implemented achieved results. More specifically, the Department needs to show that Florida met its effectiveness and achievements marks by producing a significant decline, in real terms, in the number of fatalities and serious injuries on Florida's highways. The following highlights key sections of the FY 2010 report.

Program Administration

Florida's HSIP program administration is decentralized to Department's district offices with oversight from the Central Office on budget compliance and regulatory adherence. Each district determines its safety needs primarily by using the guidance set by the Florida Strategic Highway Safety Plan 2006 (SHSP) and analyzing crash data. Innovative practices have included using web-based tools to validate safety projects for state roads, and collaborating with Community Traffic Safety Teams (CTST)* to submit proposed safety projects for local roads.

Progress in Implementing HSIP Projects

Florida demonstrated progress by implementing a total of 243 HSIP projects in FY 2010. The implementation required \$100,510,530 in programmed HSIP funds. Notable output by the projects implemented is listed in the following table.

HSIP Projects Output	
Output	Length (Miles)
Lighting; Signal Update	26.12
Resurfacing	102.23
Guardrail	87.06
Pave Shoulders	41.20
Signing/Pavement Markings	209.38
Sidewalks and Pedestrian Safety	35.73

Assessment of Effectiveness of the HSIP Improvements

The Florida HSIP program has been effective in reducing fatality and serious injury occurrences demonstrated through the Before/After and Safety Trends Evaluations.

* Community Traffic Safety Teams (CTST) are locally based groups of highway safety advocates committed to solving traffic safety problems through a comprehensive, multi-jurisdictional, multi-disciplinary approach.

• **Before and After Evaluation**

By conducting a five year (2006 through 2010) before-and-after evaluation on 87 state road projects, the Department was able to demonstrate effectiveness of its HSIP improvements. The evaluation sample consisted of 6,002 before crashes and 2,438 after crashes resulting in a:

- 59 percent overall reduction in fatal and serious injury crashes,
- 27 percent reduction in fatal crashes, and
- 60 percent reduction in serious injury crashes.

• **Safety Trends Evaluation**

By evaluating crash data trends from 2009 to 2010, the Department was also able to demonstrate effectiveness showing a:

- 5 percent decrease in the number of fatal crashes, with a 4 percent rate decrease, and
- 1 percent decrease in the number of serious injury crashes.

High Risk Rural Roads Program (HRRR)

Florida’s HRRR program, as a sub-program to HSIP, administration also is decentralized to the Department’s district offices with the Central Office providing budgetary and regulatory oversight. Each district determines its safety needs primarily by focusing on fatal and serious injury crash rates for rural major collectors, minor collectors, and local road segments with an average crash rate higher than the state’s crash rate for similar roads.

Progress in Implementing HRRR Projects

Florida demonstrated progress by implementing a total of ten HRRR projects in FY 2010. The implementation required \$2,406,924 in programmed HRRR funds. Notable output by the projects implemented is listed in the following table.

HRRR Projects Output	
Output	Length (Miles)
Add Left Turn Lanes(s)	2.493
Pave Shoulders	5.582
Signing/Pavement Markings	13.962
Widen/Resurface Existing Lanes	7.505

Florida’s Highway Safety Improvement Program for FY 2010 was effectively carried out, and the projects implemented achieved positive results. The Department will continue its efforts to exceed its effectiveness and achievements by continuing the significant decline in the number of fatalities and serious injuries on Florida’s roads.

FLORIDA DEPARTMENT OF TRANSPORTATION HIGHWAY SAFETY PERFORMANCE PLAN (HSPP) FY 2011

The Department's Traffic Safety Section is responsible for administering federal funds received from the National Highway Traffic Safety Administration (NHTSA) by awarding grants to state, county, and local agencies, and qualified not for profit corporations. To receive grant funds, an entity must submit a concept for a behavioral based traffic safety program that addresses a specific problem, based upon the data, and provide measurable outcomes to evaluate the success of the program. These proposed funding opportunities are submitted annually to NHTSA in the Department's Highway Safety Performance Plan (HSPP). The HSPP supports and complements the SHSP by emphasizing the importance of the SHSP focus areas through its funding and outreach initiatives.

Each of the seven focus areas of the SHSP are major components of the HSPP. Subgrants implement the goals and strategies of the SHSP by funding a wide variety of projects:

- Law enforcement overtime to eliminate speeding and other dangerous behaviors that constitute aggressive driving;
- Awareness and enforcement initiatives to eliminate distracted driving and decrease lane departure crashes;
- Awareness, educational, training, and enforcement efforts to increase awareness of motorists, bicyclists, pedestrians and motorcyclists, of the importance of helmet use especially in younger children, and of new traffic laws;
- Awareness and enforcement initiatives to reduce red light running incidents and increase awareness when making right turns on red to reduce incidents at intersections;
- An aggressive child passenger seat program and training opportunities, including the only program of its kind in the nation that provides child passenger safety services to special needs children;
- Overtime to law enforcement to assist in Driving Under the Influence (DUI) enforcement activities, teen driving programs, supporting the Florida Coalition on Impaired Driving, DUI training for law enforcement and prosecutors, and support for DUI Court Programs; and,
- Providing software and hardware for electronic crash reporting, expansion of Florida's EMSTAR* program (for NEMESIS** compliance), and locating crashes on all roads.

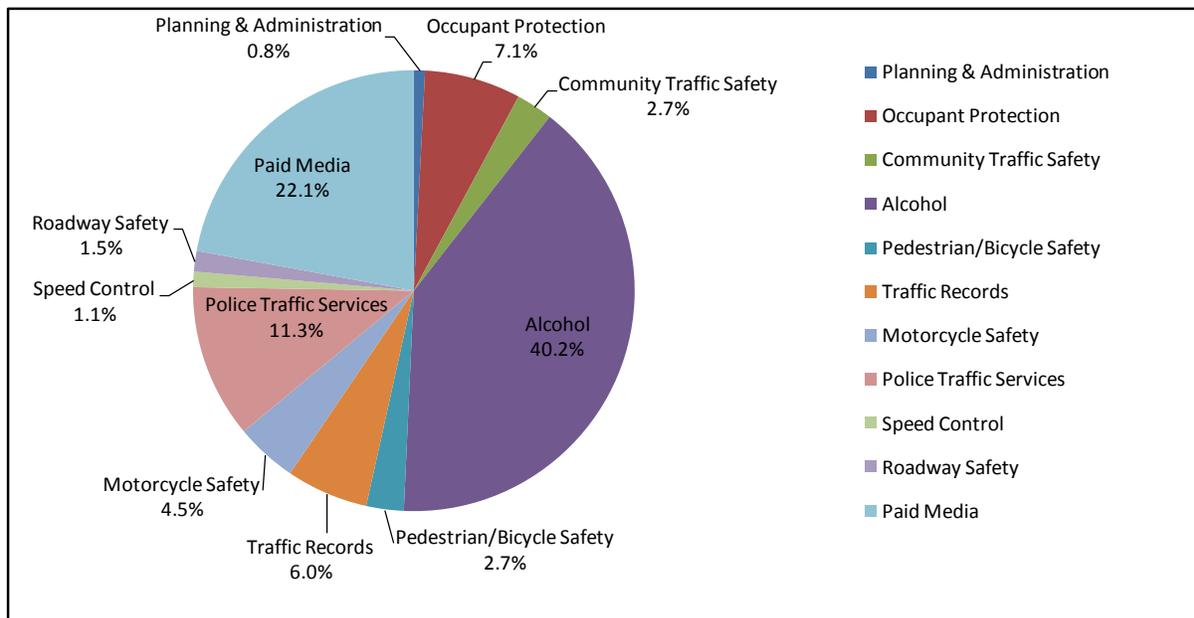
* EMSTAR: Emergency Medical Services Training, Administration, and Resources

** NEMESIS: National Emergency Medical Services Information System

The Department's Traffic Safety Section received more than 250 requests for grant funding under Sections 402, 405, 406, 410 and 2010. Appropriate staff members ranked the funding requests based on the Highway Safety Matrix and whether it was a continuing program or a new request, if it satisfied a specific traffic safety need, if it supported the goals for the program area, and on past funding history of the agency. As a result, grant funds were provided for the following program areas (see the FY 2011 HSPP for the actual grant projects and recipients).

Financial Summary FY 2011 Highway Safety Performance Plan

Program Area	402	405 (K2)	410 (K8)	410 (J8)	408	163	2010	Total	% of Total
Planning & Administration	\$280,920							\$280,920	0.81%
Occupant Protection	2,441,351							2,441,351	7.05%
Community Traffic Safety	926,306							926,306	2.68%
Alcohol	2,440,037		\$3,037,723	\$8,433,422				13,911,182	40.18%
Pedestrian/Bicycle Safety	947,825							947,825	2.74%
Traffic Records	564,726				\$1,515,562			2,080,288	6.01%
Motorcycle Safety	1,167,261						\$395,382	1,562,643	4.51%
Police Traffic Services	3,901,417							3,901,417	11.27%
Speed Control	391,787							391,787	1.13%
Roadway Safety	523,090							523,090	1.51%
Paid Media	845,000	\$1,590,351	1,410,862	2,551,200		\$1,253,958		7,651,371	22.10%
Total	\$14,429,720	\$1,590,351	\$4,448,585	\$10,984,622	\$1,515,562	\$1,253,958	\$395,382	\$34,618,180	100.00%



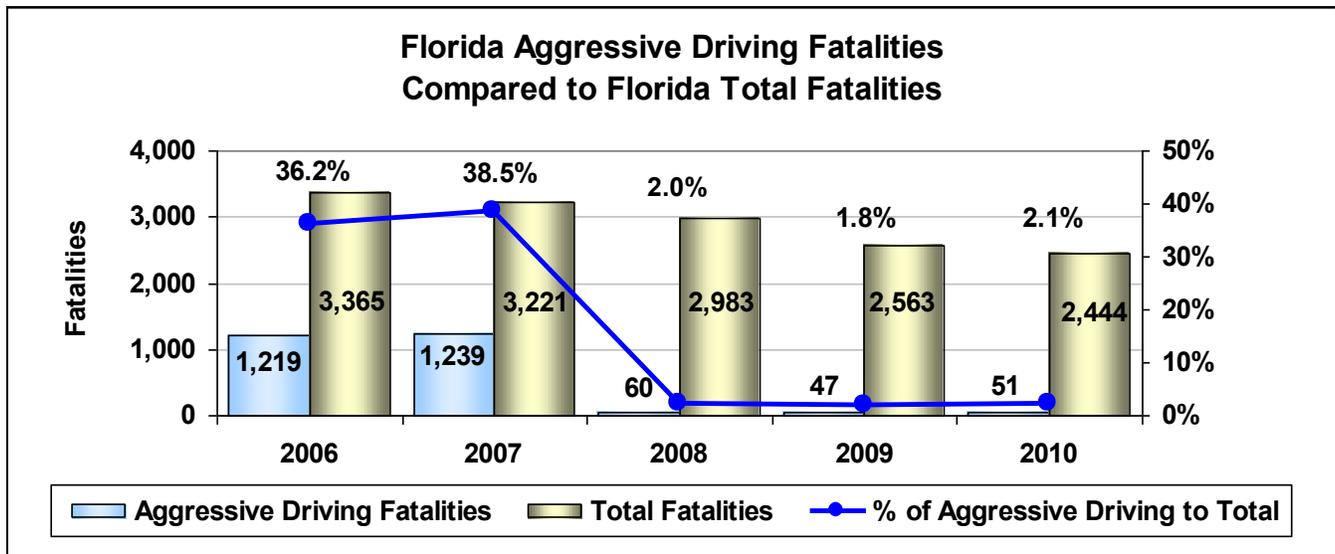
AGGRESSIVE DRIVING

Aggressive driving behaviors include *any two* events of: speeding, failure to yield the right-of-way, improper lane change, following too closely, improper passing or disregarding other traffic control devices per Section 316.1923, Florida Statutes. The Department funds Aggressive Driving programs utilizing National Highway Traffic Safety Administration (NHTSA) Highway Safety Program Funds. Strategies include: (1) enhance and promote effective law enforcement programs; (2) increase training and education; and, (3) identify and mitigate roadway features that may trigger aggressive driving. Aggressive Driving Citations increased from approximately 8,300 in 2006 to 23,200 in 2010.

Prior to 2008, the Department reported aggressive driving as any one event of those noted above. The Department has since changed its reporting to be consistent with the statute and reporting by the Department of Highway Safety and Motor Vehicles and has classified aggressive driving as any two events of those noted above. Even though aggressive driving, as restated, accounts for only two percent of fatalities, the Department has indicated that, due to the prevalence of the individual behaviors constituting aggressive driving, it will continue to focus its funding efforts on changing the behaviors that cause aggressive driving events.

Performance Indicator:	Percent of aggressive driving fatalities to total fatalities				
	2006	2007	2008	2009	2010
Aggressive Driving Fatalities	1,219	1,239	60	47	51
Total Fatalities	3,365	3,221	2,983	2,563	2,444
% of Aggressive Driving Fatalities to Total Fatalities	36.2%	38.5%	2.0%	1.8%	2.1%

Performance Indicator:	Change in Florida aggressive driving fatality rate compared to previous year's rate				
	2006	2007	2008	2009	2010
Aggressive Driving Fatalities	1,219	1,239	60	47	51
Rate Change from Prior Year	0.4%	2.2%	-36.5%	-0.2%	0.3%
% Change from Prior Year	1.3%	6.2%	-94.8%	-8.8%	13.8%



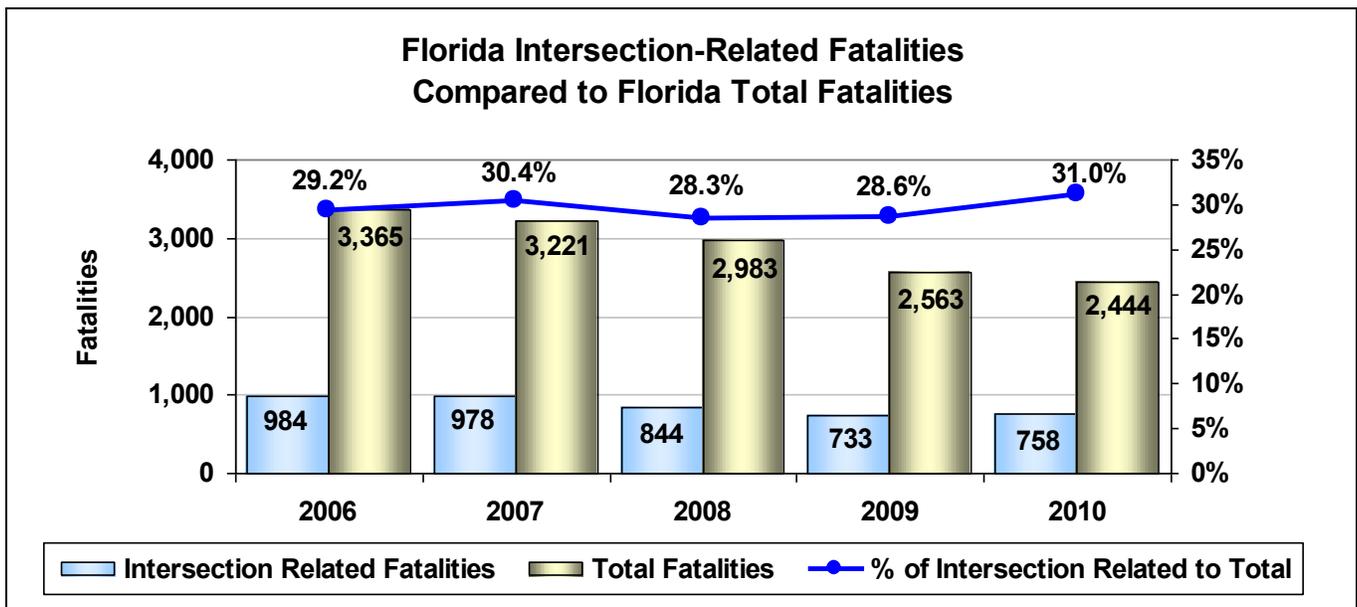
INTERSECTION-RELATED CRASHES

Reducing intersection crashes require engineering solutions as well as educational and enforcement efforts. In 2007, the Department requested that FHWA conduct a “Reverse Scanning Tour” to identify opportunities to improve intersection safety. As a result, the Department implemented recommendations that have resulted in a 22.5 percent reduction in fatalities. Recommendations included: (1) improving traffic signal visibility; (2) verifying clearance timings are correct; (3) installing more countdown pedestrian heads; (4) performing road safety audits; and, (5) providing more driver-bicycle-pedestrian education.

In general, intersection-related crash fatalities have continued to decline, but as a percent of total fatalities, have remained relatively constant due to an associated decline in the total number of fatalities.

Performance Indicator:	Percent of intersection-related fatalities to total fatalities				
	2006	2007	2008	2009	2010
Intersection-Related Fatalities	984	978	844	733	758
All Florida Fatalities	3,365	3,221	2,983	2,563	2,444
% of Intersection-Related Fatalities to All Florida Fatalities	29.2%	30.4%	28.3%	28.6%	31.0%

Performance Indicator:	Change in Florida intersection-related fatality rate compared to previous year's rate				
	2006	2007	2008	2009	2010
Intersection-Related Fatalities	984	978	844	733	758
Rate Change from Prior Year	0.6%	1.1%	-2.1%	0.3%	2.4%
% Change from Prior Year	2.2%	3.8%	-6.8%	1.1%	8.4%



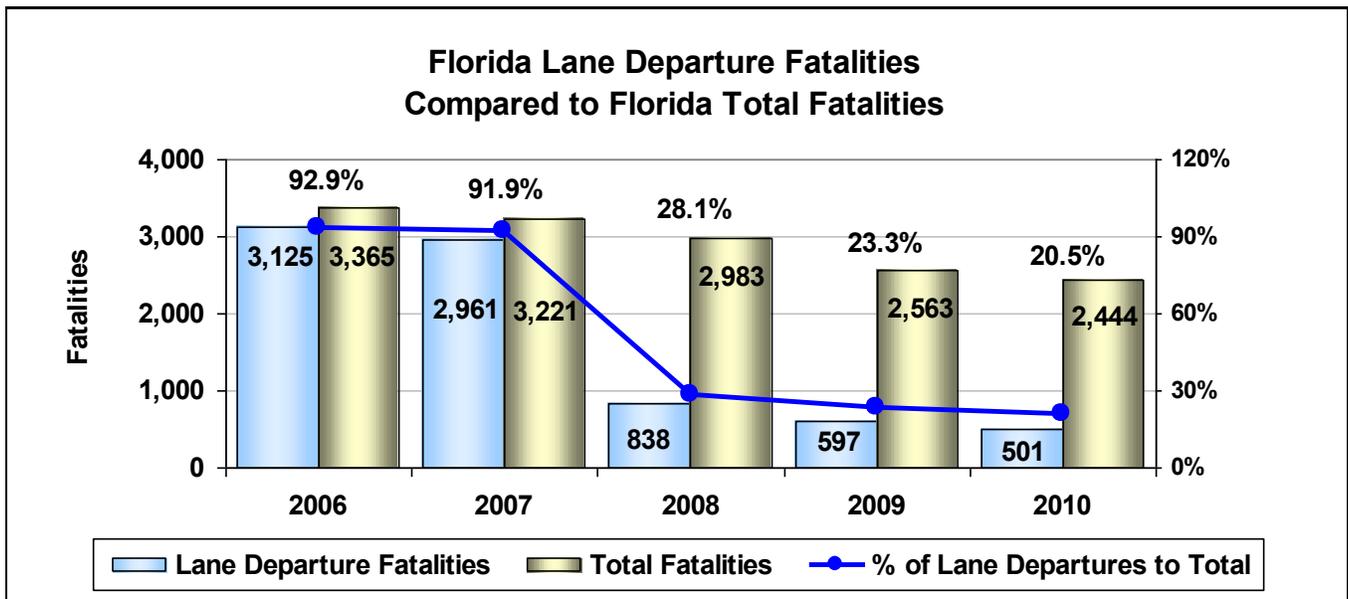
LANE DEPARTURES

Lane departure crashes include running off the road, crossing the center median into an oncoming lane of traffic, and sideswipe crashes. Running off the road may also involve a rollover or hitting a fixed object. To reduce the incidence of fatalities, efforts are being made to: (1) keep vehicles from leaving the road or crossing the median; (2) reduce the likelihood of vehicles overturning or crashing into roadside objects; and, (3) minimize the severity of an overturn. Examples of these are: (1) installing rumble strips; (2) installing median guard rail and canal protection barriers; (3) providing collision avoidance training for teens; and, (4) enforcing Florida's Move Over Law.

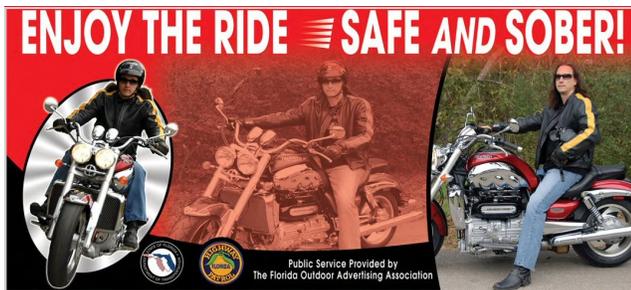
In prior years, lane departures also included any of the above events at, or influenced by, intersections. Since intersection crashes are a separate measure, events associated with intersections are not included in the data beginning in 2008. Lane departures now account for approximately 21 percent of highway fatalities, and the Department will continue to invest in infrastructure improvements to lessen the occurrence of these fatalities.

Performance Indicator:	Percent of lane departure fatalities to total fatalities				
	2006	2007	2008	2009	2010
Lane Departure Fatalities	3,125	2,961	838	597	501
Total Fatalities	3,365	3,221	2,983	2,563	2,444
% of Lane Departure Fatalities to Total Fatalities	92.9%	91.9%	28.1%	23.3%	20.5%

Performance Indicator:	Change in Florida lane departure fatality rate compared to previous year's rate				
	2006	2007	2008	2009	2010
Lane Departure Fatalities	3,125	2,961	838	597	501
Rate Change from Prior Year	0.0%	-0.9%	-63.8%	-4.8%	-2.8%
% Change from Prior Year	0.0%	-1.0%	-69.4%	-17.1%	-12.0%



PUBLIC SERVICE ANNOUNCEMENTS



Engineering



Education



Enforcement



Emergency Services



THE FOUR E's

Engineering: This aspect of safety involves design and maintenance of the roadway, intersections, shoulders and clear recovery areas. Improving signalization, signage, guardrail, slope, geometry, audibility and visibility of lane delineation are some of the engineering tools employed. The Department also removes obstructions and installs canal protection devices to reduce the severity of injury if a lane departure occurs.

Enforcement: Enforcement of Florida's traffic laws on all public roads (state, county, and city) is the responsibility of the following law enforcement agencies:

- Florida Highway Patrol (FHP);
- FDOT Office of Motor Carrier Compliance (moved to FHP in 2011 legislative session);
- Florida Fish and Wildlife Conservation Commission;
- County Sheriffs, within their county boundaries;
- City Police, within their city limits;
- University Police; and,
- Department of Environmental Protection.

Education: Traffic safety education of the public ranges from programs for young children to those tailored for elders, and includes such topics as vehicle operator skills and vehicle safety, use of safety restraints, operator impairment (drugs or alcohol), emergency preparedness, pedestrian and bicycle safety, information on new laws or technologies, etc. Many agencies educate or train in highway safety-related areas.

Emergency Services: This category includes first responders and support agencies that prepare for, respond to, and assist in recovery efforts from natural disasters and other emergencies. Some agencies respond to individual crashes with medical and other services. Other agencies operate traffic and incident management systems using intelligent transportation systems (ITS) technology during traffic incidents, emergencies, and planned events to inform and re-route traffic, prevent secondary incidents and coordinate rapid emergency response.

SUMMARY OF FLORIDA HIGHWAY SAFETY PERFORMANCE FOR 2010

Motor vehicle travel is the primary means of transportation in the United States, providing an unprecedented degree of mobility. However, this exceptional degree of mobility comes at a significant cost in terms of fatalities and injuries. According to the National Highway Traffic Safety Administration (NHTSA), motor vehicle crashes are the leading cause of death for persons of every age from 3 through 33. Traffic fatalities account for more than 90 percent of transportation related fatalities.

Florida traffic crash statistics are gathered on a calendar year basis and are reported to NHTSA the following calendar year. Data from NHTSA is generally available in the Fall, while data from the state (Department of Highway Safety and Motor Vehicles) is generally available in June following the statistical year. Recently, the “long-form traffic crash report form” submitted by all law enforcement agencies was expanded to include additional data. These expanded reports were phased-in from November 2010 through January 2011. As a result, 2010 state safety data was not available until September 2011, and limited NHTSA data was not available until December 2011. The 2010 national data contained in this report may slightly change subsequent to the publication of the NHTSA Traffic Safety Facts 2010 annual report.

Calendar Year 2010 Safety Performance

Total Highway Fatalities: The Florida fatality rate decreased to 1.25 deaths per 100 million vehicle miles traveled (VMT) in 2010. This is the lowest since the rate has been calculated, but is 13.9 percent higher than the national rate of 1.10. Traffic fatalities decreased from 2,563 in 2009 to 2,444 in 2010, a decrease of 119 fatalities or 4.6 percent.

Car and Truck Occupants: The fatality rate fell from 0.80 per 100 million VMT in 2009 to 0.76 in 2010 and is only 0.3 percent above the national average of 0.76.

Motorcyclists: The fatality rate increased to 65.3 per 100,000 registered motorcycles. Although there were 19 fewer deaths in 2010, the number of registered motorcycles decreased resulting in a higher fatality rate. The national fatality rate for 2010 was not available at press time.

Pedestrians: The fatality rate increased by 2.6 percent to 2.65 per 100,000 population, and the Florida rate decreased to 91.5 percent above the national average of 1.39.

Bicyclists: The fatality rate declined to 0.40 per 100,000 population (from 0.54 in 2009) and declined to 101.9 percent (from 162.5 percent) above the national average of 0.20.

SUMMARY OF FLORIDA HIGHWAY SAFETY PERFORMANCE FOR 2010

Safety Belt Usage: The use of occupant safety restraints increased to 87.4 percent and the fatality rate of those unrestrained decreased from 0.47 per 100 million VMT in 2009 to 0.40 in 2010. Florida has surpassed the national use rate for the past two years.

Young Drivers: The fatal crash rate for drivers under age 25 declined to 3.01 per 10,000 licensed drivers. This exceeded the 1.75 fatal crash rate for older drivers (25 and older) by 72.1 percent.

Alcohol-Related: In 2010, alcohol-related fatal crashes constituted 33.0 percent of all fatal crashes compared to 38.8 percent in 2009. Alcohol-related fatal crashes decreased by 175 in 2010, while all fatal crashes decreased by 111.

Aggressive Driving: Aggressive driving fatalities increased from 47 in 2009 to 51 in 2010, while all fatalities decreased from 2,563 to 2,444. Aggressive driving fatalities represent 2.1 percent of all fatalities in 2010.

Intersection-Related Crashes: In 2010, intersection-related fatalities increased by 25, accounting for 31.0 percent of total fatalities. This compares to 28.6 percent reported in 2009.

Lane Departures: In 2010, lane departure fatalities decreased by 96, accounting for 20.5 percent of total fatalities. This compares to 23.3 percent reported in 2009.



PERFORMANCE MEASURES
FLORIDA FATALITY RATE COMPARED TO THE NATIONAL RATE

This secondary performance measure is statewide in scope and covers the key areas of safety performance on all public roads in Florida. Although not under the full control of the Department, this measure brings attention to the necessity for comprehensive statewide solutions. This secondary performance measure is also reported in the Commission's *Performance and Production Review of the Florida Department of Transportation, FY 2011*.

Secondary Measure: The rate of fatalities per 100 million vehicle miles traveled (VMT) on all public roads in Florida compared to the national average.

Objective: Reduce the Florida fatality rate to a level within 5 percent of the national rate by 2011.

Results: The Department did not meet its stated goal of a 5 percent reduction in the fatality rate as stated in the SHSP. The number of fatalities fell by 119 and the fatality rate decreased by 4.3 percent in 2010. As a result, the Florida fatality rate slightly increased to 13.9 percent above the national average.

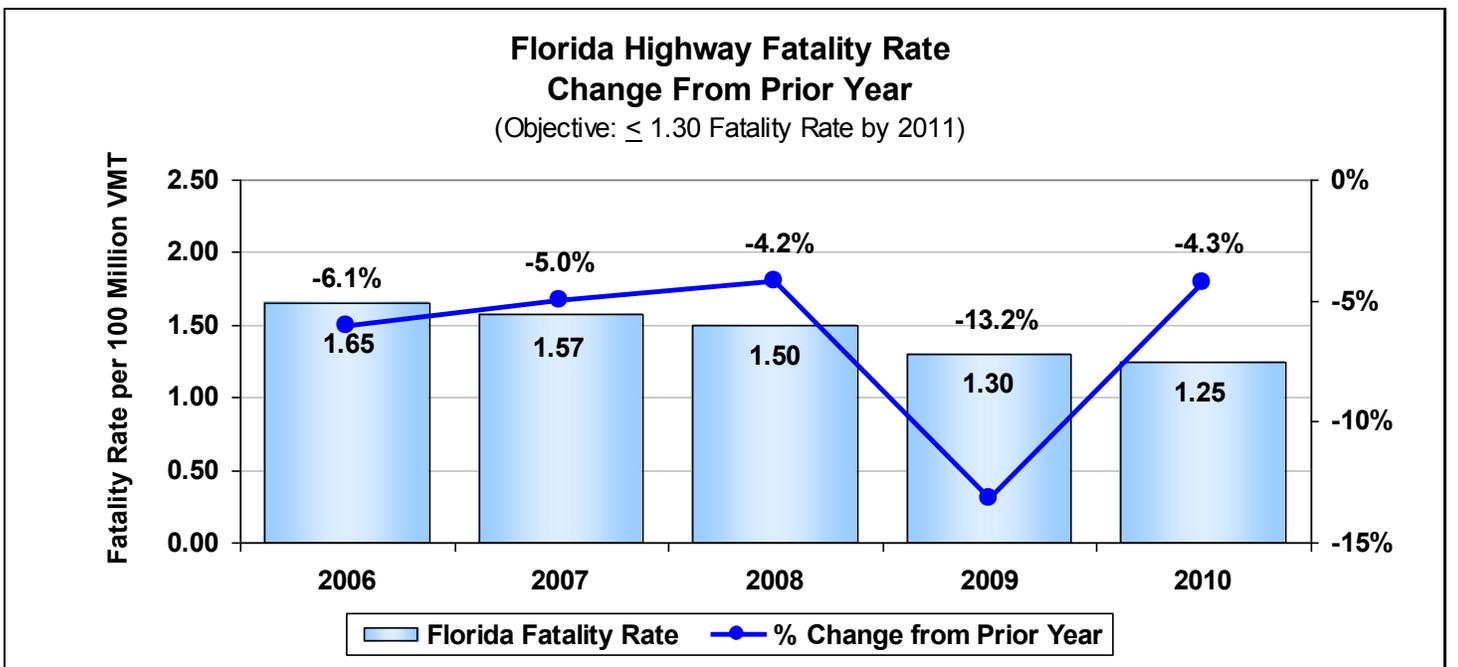
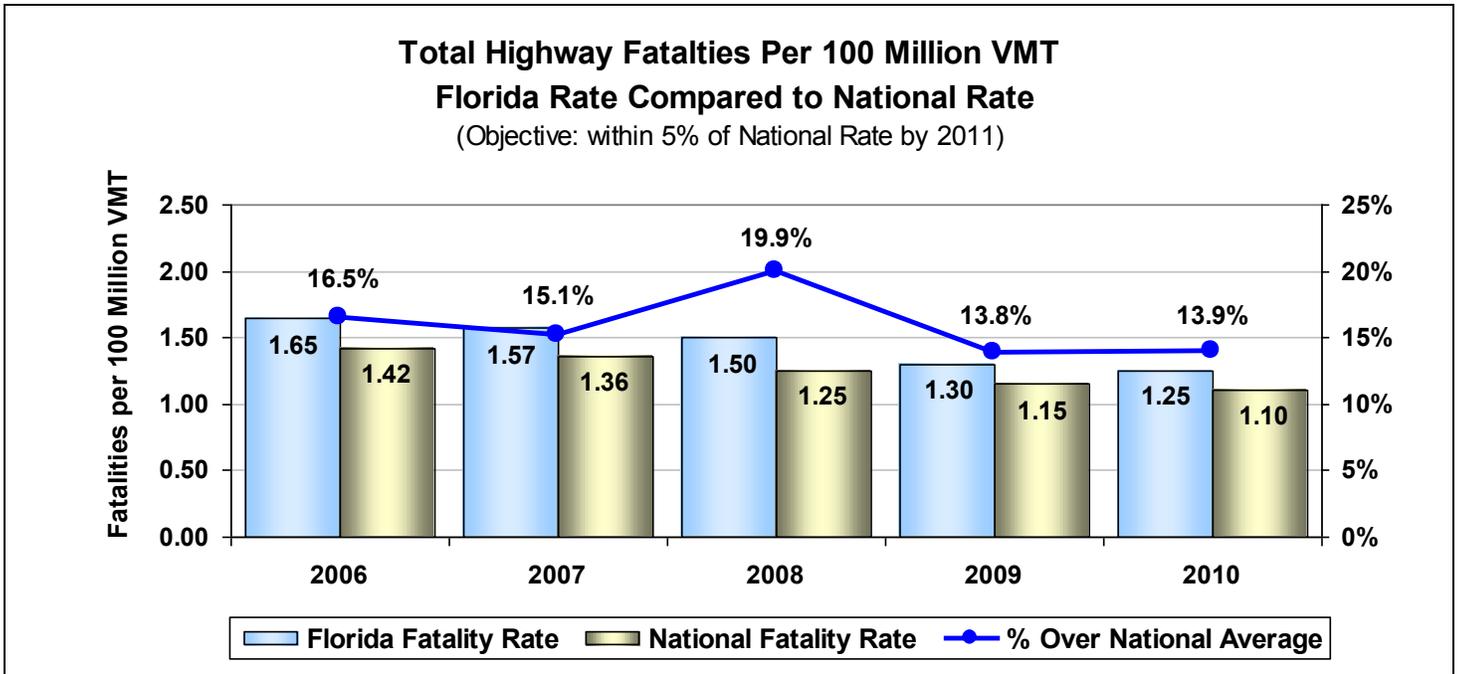
In addition, the Department has met the established goal to be at, or below, 1.30 fatalities per 100 million VMT with an all-time low of 1.25 reported in 2010. However, the Florida fatality rate remains above the national rate.

Secondary Measure: Florida highway fatality rate per 100 million vehicle miles traveled (VMT) compared to national highway fatality rate					
	2006	2007	2008	2009	2010
Florida Fatality Rate	1.65	1.57	1.50	1.30	1.25
National Fatality Rate	1.42	1.36	1.25	1.15	1.10
% Florida over National Rate	16.5%	15.1%	19.9%	13.8%	13.9%
Short Range Objective:	By 2011, reduce Florida highway fatality rate on all public roads to within 5 percent of national fatality rate				

Secondary Measure: Florida highway fatality rate per 100 million vehicle miles traveled (VMT) compared to previous year's rate					
	2006	2007	2008	2009	2010
Florida Fatality Rate	1.65	1.57	1.50	1.30	1.25
Rate Change from Prior Year	-0.11	-0.08	-0.07	-0.20	-0.06
% Change from Prior Year	-6.1%	-5.0%	-4.2%	-13.2%	-4.3%
Short Range Objective:	By 2011, reduce Florida highway fatality rate on all public roads to, or below, 1.30 fatalities per 100 million VMT				

PERFORMANCE MEASURES

An important measure for gauging progress is the change in fatality rate from year to year. The Department’s commitments for safety program funding should continue to positively impact the fatality rate over time. Increased use of safety belts, better roadway lighting, guardrails, education and increased enforcement have resulted in the reduction in fatalities. The recession, job losses, and the high price of gasoline are also significant factors in reducing fatalities. Vehicle miles traveled have also decreased for the last three years.



HIGHWAY SAFETY PERFORMANCE INDICATORS

The following indicators were developed and approved by the Florida Transportation Commission’s Performance Measures Working Group as a tool to assess the Department’s ability, through its safety program funding and management, to affect the various demographic components that comprise the overall fatality rate.

CAR AND TRUCK OCCUPANT FATALITY RATE - FLORIDA RATE COMPARED TO NATIONAL RATE

Car and Truck occupant fatalities decreased by 93 in 2010 and have decreased annually since 2005. The Florida rate exceeded the national average by only 0.3 percent in 2010.

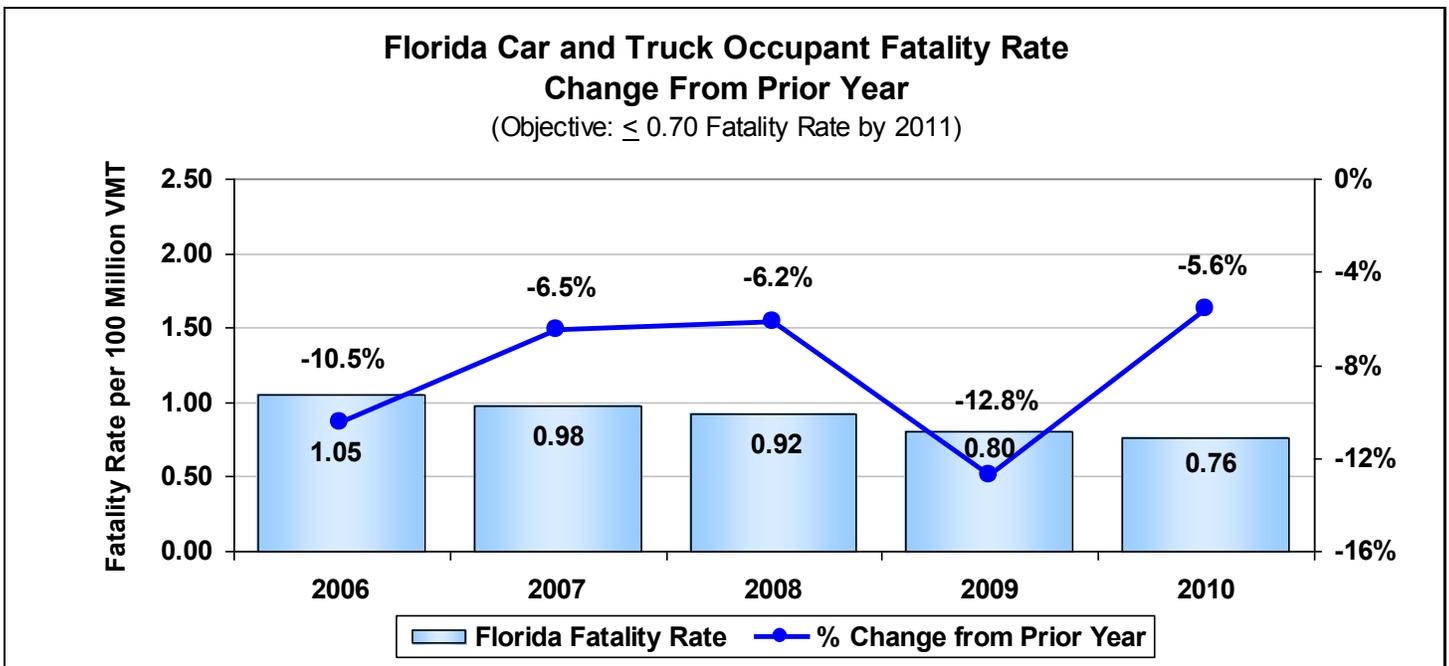
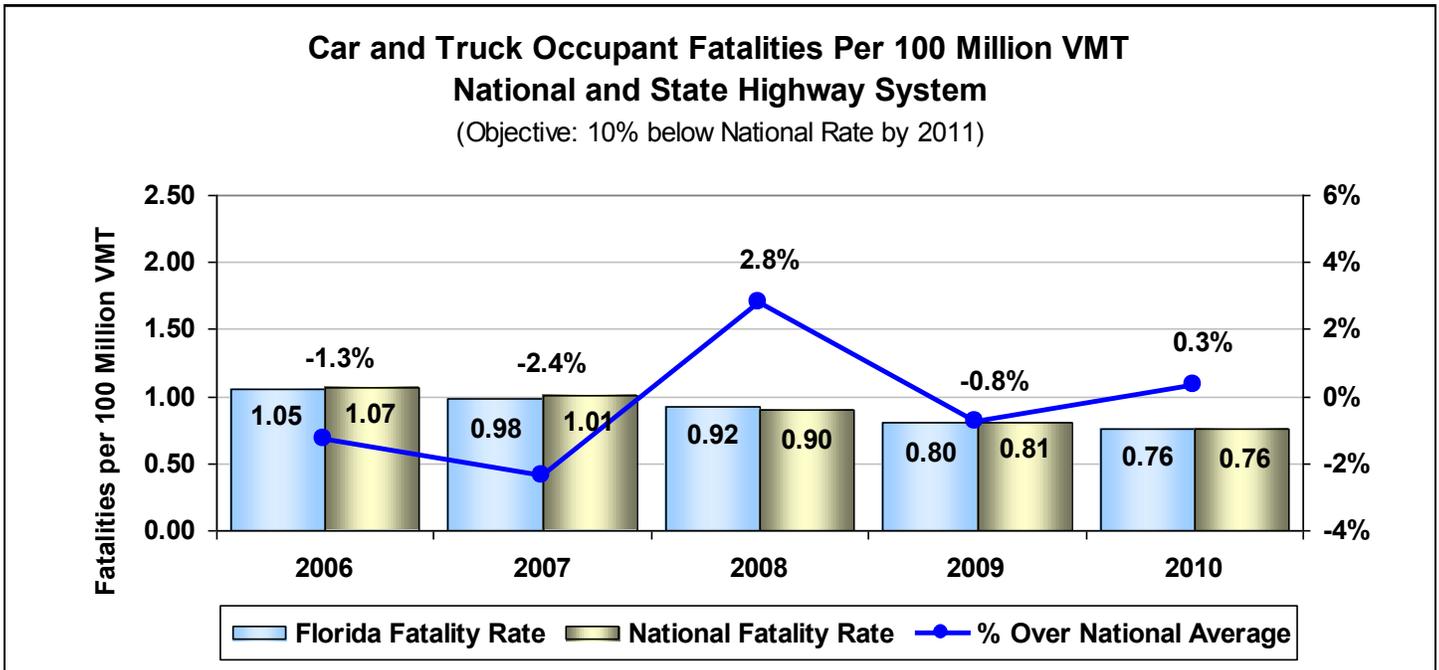
The car and truck occupant fatality rate for Florida in 2010 was 0.76 per 100 million vehicle miles traveled. In order to meet the Commission’s 2011 fatality rate goal of 0.70, a 7.9 percent reduction in the fatality rate will be required in 2011.

Performance Indicator: Florida car and truck occupant fatality rate per 100 million vehicle miles traveled (VMT) compared to national car and truck occupant fatality rate					
	2006	2007	2008	2009	2010
Florida Fatality Rate	1.05	0.98	0.92	0.80	0.76
National Fatality Rate	1.07	1.01	0.90	0.81	0.76
% Florida over National Rate	-1.3%	-2.4%	2.8%	-0.8%	0.3%
Short Range Objective:	By 2011, reduce Florida car and truck occupant fatality rate on all public roads to 10 percent below national car and truck fatality rate				

Performance Indicator: Florida car and truck occupant fatality rate per 100 million vehicle miles traveled (VMT) compared to previous year's rate					
	2006	2007	2008	2009	2010
Florida Fatality Rate	1.05	0.98	0.92	0.80	0.76
Rate Change from Prior Year	-0.12	-0.07	-0.06	-0.12	-0.04
% Change from Prior Year	-10.5%	-6.5%	-6.2%	-12.8%	-5.6%
Short Range Objective:	By 2011, reduce Florida car and truck occupant fatality rate on all public roads to, or below, 0.7 per 100 million VMT				

CAR AND TRUCK OCCUPANT FATALITY RATE

The Car and Truck Occupant Fatality Rate, and the change in rate over the previous year, have been fluctuating over the past several years. However, both the Florida and national fatality rate have declined in each of the last five years.



MOTORCYCLISTS FATALITY RATE

Overview:

In 2010, motorcyclist fatalities decreased by 19 from 2009 levels. However, the 2010 Florida fatality rate per 100 thousand registered motorcycles of 65.3 increased by 5.5 percent over 2009 due to a 9.7 percent decrease in the number of registered motorcycles in 2010. The fatality rate meets the Commission's goal of under 70.0 fatalities by 2011. Educational and enforcement efforts are being credited with the reduction in fatalities.

Best Practices:

Although the State of Florida does not have a universal helmet law, riders under the age of 21 must wear a helmet. Those riders 21 or older and who are covered by an insurance policy providing at least \$10,000 in medical benefits are exempt from wearing a helmet.

Effective July 1, 2008, completion of the Basic Rider Course through the Florida Rider Training Program must be completed before the motorcycle endorsement can be added to a riders license (Section 322.12 (5), Florida Statutes).

In 2008, the FDOT, DHSMV, Department of Health (DOH), ABATE (American Bikers Aimed Towards Education), Insurers, Law Enforcement and others created the Motorcycle Safety Coalition and created a Strategic Plan and a Business Plan to address motorcycle safety.

Educational programs are designed for both motorcyclists and motorists. These programs include *Share the Road*, *Look Twice - Save a Life*, and *None for the Road* campaigns.

Other programs for motorcyclists include *None for the Road* and *Ride Straight - State to State*, which targets driving under the influence and included partnering with other Southern States.

According to the NCHRP (National Cooperative Highway Research Program) report, *Counter Measures That Work*, strategies to promote helmet use, rider licensing or training, conspicuity programs and other driver awareness programs are low in effectiveness. The most effective strategy to reduce fatalities is state motorcycle helmet use laws. Another potentially effective strategy is to reduce alcohol-impaired motorcycling through enhanced detection, enforcement and sanctions. In general, sobriety checkpoints and saturation patrols have also proven to be effective for reducing impaired driving and crashes. While Florida does not hold motorcyclist specific sobriety checkpoints, law enforcement agencies make special efforts to ensure motorcyclists are not excluded from sobriety checkpoints.

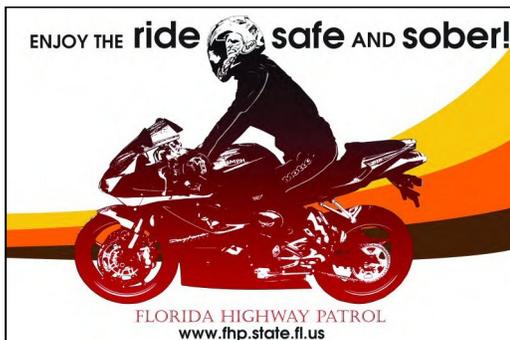
MOTORCYCLISTS FATALITY RATE

Historically, the Florida motorcyclist fatality rate has exceeded the national average. A significant factor contributing to this high rate of fatalities was the repeal of the motorcycle helmet law in 2001. The national fatality rate for 2010 was not available at press time. However, Florida has met the 2011 goal of under 70.0 fatalities per 100 thousand registered motorcycles.

Florida Rate Compared to National Rate

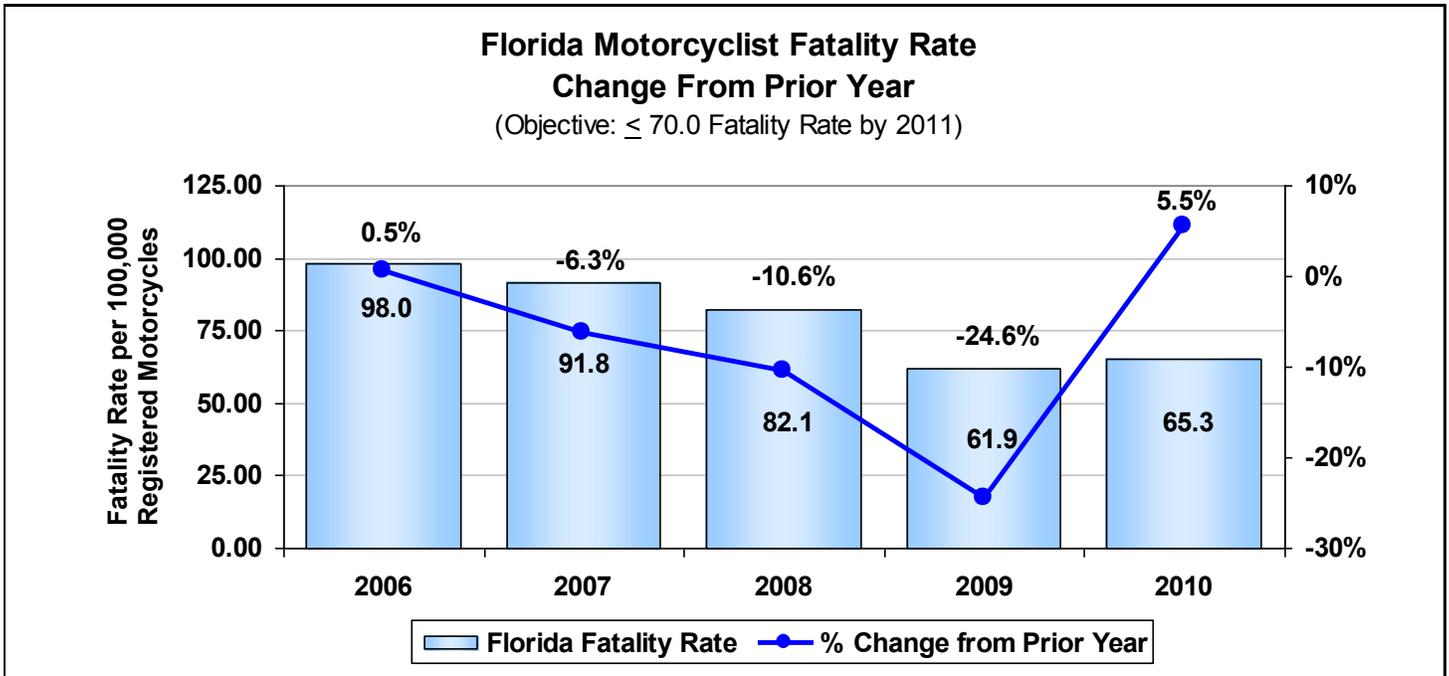
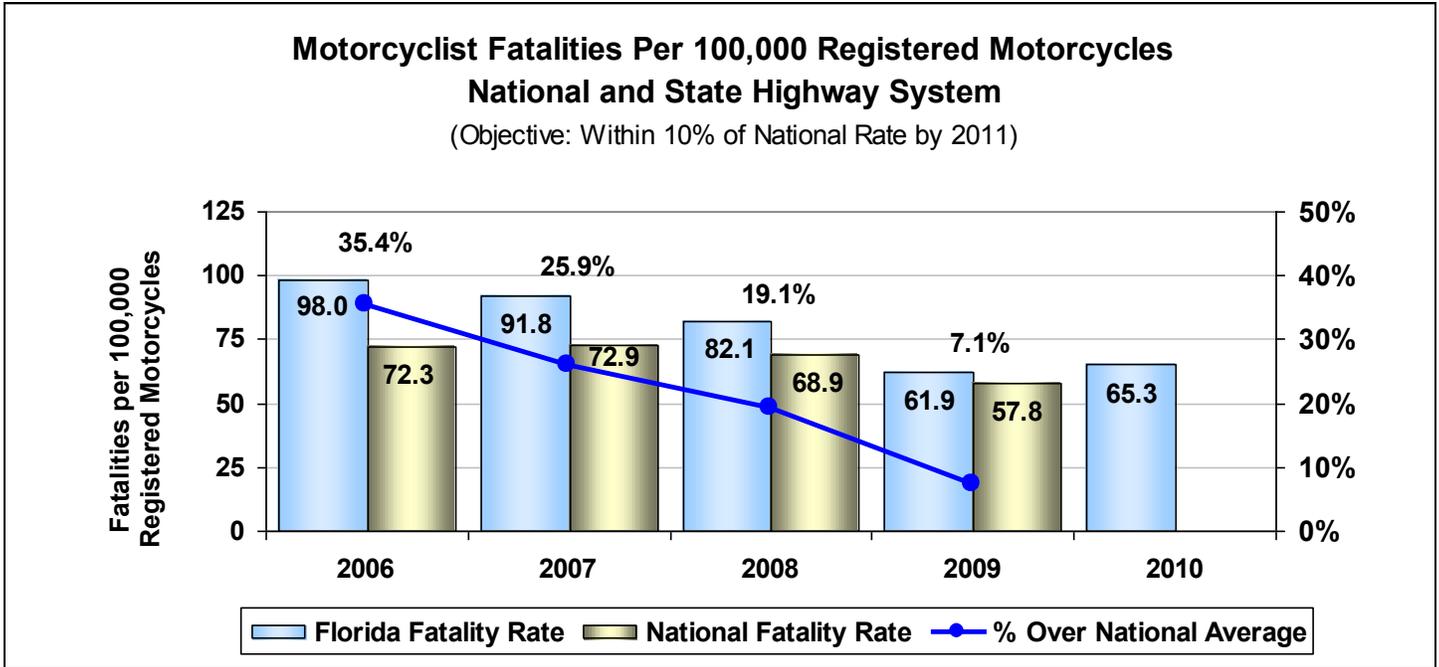
Performance Indicator:		Florida motorcyclist fatality rate per 100,000 registered motorcycles compared to national motorcyclist fatality rate				
	2006	2007	2008	2009	2010	
Florida Fatality Rate	97.96	91.81	82.10	61.92	65.30	
National Fatality Rate	72.34	72.94	68.93	57.88	NA	
% Florida over National Rate	35.4%	25.9%	19.1%	7.0%	NA	
Short Range Objective:	By 2011, reduce Florida motorcyclist fatality rate to within 10 percent of national motorcyclist fatality rate					

Performance Indicator:		Florida motorcyclist fatality rate per 100,000 registered motorcycles compared to previous year's rate				
	2006	2007	2008	2009	2010	
Florida Fatality Rate	97.96	91.81	82.10	61.92	65.30	
Rate Change from Prior Year	0.45	-6.15	-9.71	-20.18	3.38	
% Change from Prior Year	0.5%	-6.3%	-10.6%	-24.6%	5.5%	
Short Range Objective:	By 2011, reduce Florida motorcyclist fatality rate on all public roads to, or below, 70.0 fatalities per 100,000 registered motorcycles					



MOTORCYCLISTS FATALITY RATE

There were 19 fewer Florida motorcyclist fatalities in 2010. Florida began a major motorcycle initiative in 2008 that promotes safety, raising other motorists awareness of motorcycles and cracking down on risky and reckless motorcycle behaviors. Continued education and enhanced enforcement efforts appear to be making a difference. The national fatality rate for 2010 was not available at press time.



PEDESTRIANS FATALITY RATE

Overview:

In 2010, pedestrian fatalities increased 3.5 percent from those reported in 2009 (499 compared to 482, an increase of 17). Most pedestrian fatalities occur in urban areas, at non-intersection locations, in normal weather conditions, and at night. Of the 499 pedestrians killed in traffic crashes in 2010, 161 (32.3 percent) had been drinking.

Best Practices:

According to the NCHRP report, examples of proven engineering practices include:

- Providing sidewalks/walkways and curb ramps, installing or upgrading traffic and pedestrian signals, constructing pedestrian refuge islands and raised medians, providing vehicle restriction/diversion measures, and installing overpasses/underpasses. The use of “Count Down” pedestrian signals are an effective intersection enhancement. Florida uses these signals as well as installing “median refuges” or “islands” at larger intersections. Providing crosswalk enhancements, implementing lighting/crosswalk illumination measures and installing traffic calming for both roads and intersections.
- Educational, outreach and training programs are also proven strategies for improving pedestrian and motorist awareness.
- For school-aged children, elementary school pedestrian training, safe routes to school (SRTS) and child school bus training have proven effective in reducing fatalities.
- The Department established a statewide initiative to improve pedestrian and bicycle safety and created the Bicycle and Pedestrian Partnership Council in 2010. The Council includes representatives from state agencies, local governments and external stakeholders such as walkers, bicyclists and trail users.
- In 2009, NHTSA awarded a major grant to the Department’s District 7 as a demonstration project to create comprehensive pedestrian safety programs, including an enforcement component, during the next three years. The strategies include infrastructure improvements that make it safer to walk, along with better education and enhanced enforcement. This three year grant expires in September 2012; continued additional funding will be sought.

PEDESTRIANS FATALITY RATE

There were 17 more pedestrian fatalities in Florida in 2010 and the fatality rate increased to 2.65 per 100,000 population. In 2010, the Florida fatality rate exceeded the national rate by 91.5 percent.

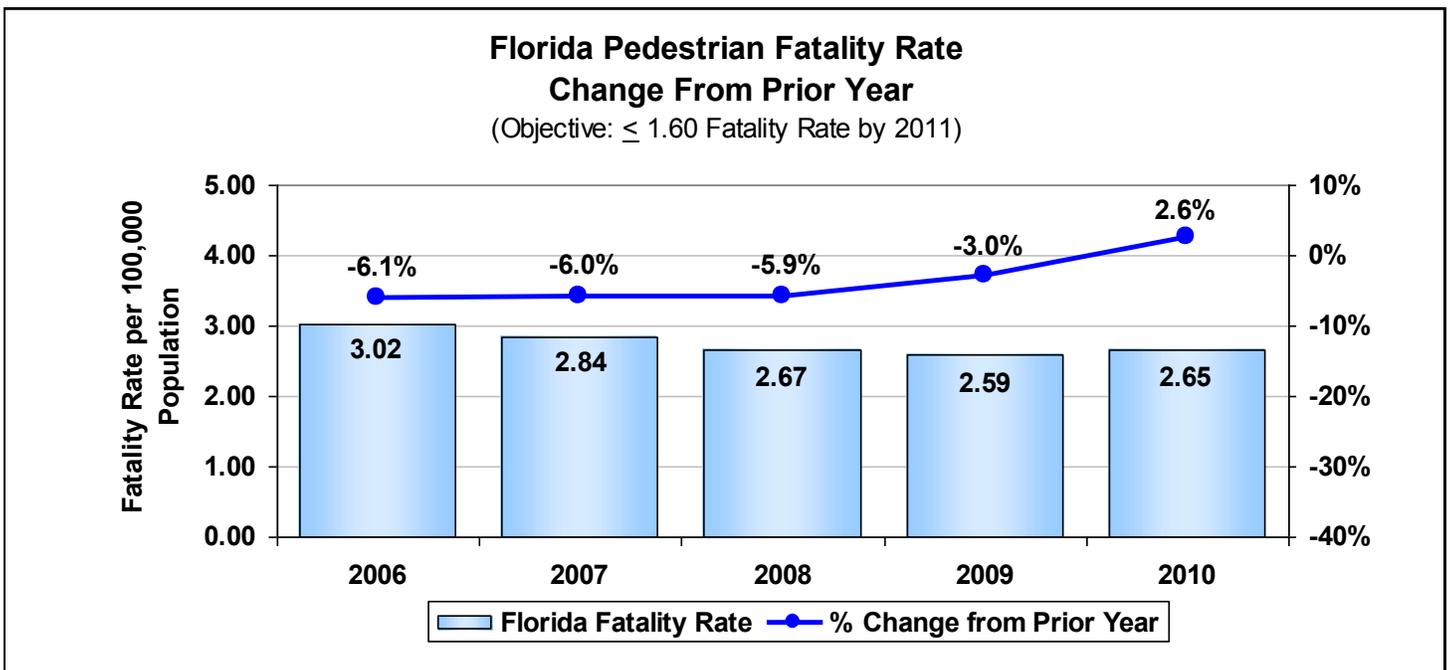
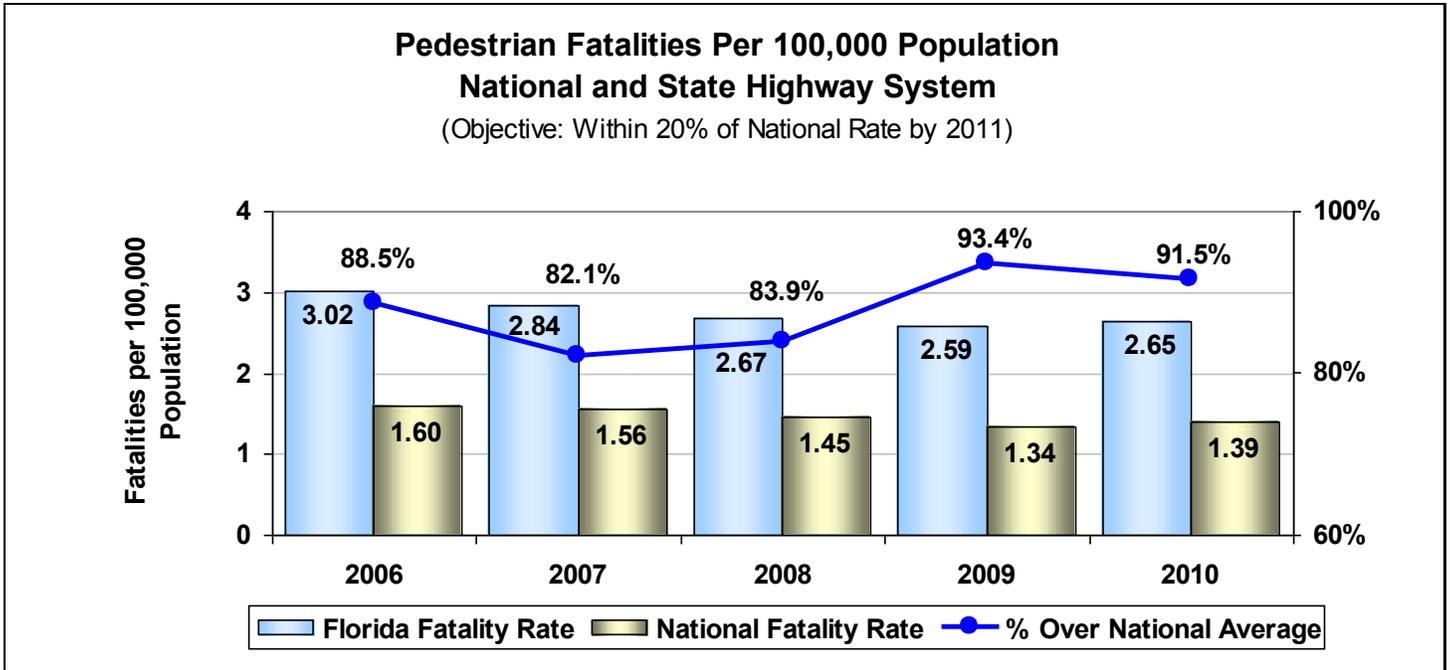
In January, 2009, the Commission challenged the Department to achieve a 10 percent annual reduction in pedestrian fatalities. The challenge was to achieve a goal of no more than 1.6 pedestrian fatalities per 100,000 population by 2011. A forward looking analysis indicates that a reduction in the pedestrian fatality rate of 39.6 percent in 2011 is required in order to meet the challenge and attain the goal.

Florida Rate Compared to National Rate

Performance Indicator: Florida pedestrian fatality rate per 100,000 population compared to national pedestrian fatality rate					
	2006	2007	2008	2009	2010
Florida Fatality Rate	3.02	2.84	2.67	2.59	2.65
National Fatality Rate	1.60	1.56	1.45	1.34	1.39
% Florida over National Rate	88.5%	82.1%	83.9%	93.4%	91.5%
Short Range Objective:	By 2011, reduce Florida pedestrian fatality rate on all public roads to within 20 percent of national pedestrian fatality rate				

Performance Indicator: Florida pedestrian fatality rate per 100,000 population compared to previous year's rate					
	2006	2007	2008	2009	2010
Florida Fatality Rate	3.02	2.84	2.67	2.59	2.65
Rate Change from Prior Year	-0.20	-0.18	-0.17	-0.08	0.07
% Change from Prior Year	-6.1%	-6.0%	-5.9%	-3.0%	2.6%
Short Range Objective:	By 2011, reduce Florida pedestrian fatality rate on all public roads to, or below, 1.6 fatalities per 100,000 population				

PEDESTRIANS FATALITY RATE



BICYCLISTS FATALITY RATE

Overview:

In 2010, bicyclist fatalities declined by 24.0 percent from those reported in 2009 (from 100 to 76). Fatal bicycle crashes exhibit the same patterns as pedestrian fatal crashes in that most occur in conditions other than daylight. Road users have failed to appreciate the magnitude of the problem and cyclists have failed to appreciate the benefits of reflective gear or lights. Recent work suggests that educational interventions can increase road users' awareness of the need to be conspicuous and can demonstrate behaviors that increase nighttime safety.

Best Practices:

In addition to helmet laws for children and adults, education and enforcement appear to be the next most effective means for reducing bicyclist fatalities. Engineering improvements would include adding bicycle lanes when constructing or reconstructing highways. Section 316.2065 (3)(d), Florida Statutes, requires that a bicycle rider or passenger under 16 years of age must wear an approved bicycle helmet.

As previously indicated, the Department established a statewide initiative to improve pedestrian and bicycle safety and created the Bicycle and Pedestrian Partnership Council in 2010. The Council includes representatives from state agencies, local governments and external stakeholders such as walkers, bicyclists and trail users. The Council will make recommendations on design, planning, safety and other programs involving bicycle and pedestrian issues.

With varying degrees of success, according to the NCHRP, examples of education and enforcement activities include:

- *Share the Road* awareness campaigns.
- Educational programs focusing on *Riding with Traffic*, not against traffic.
- Educational programs emphasizing the benefits of wearing a helmet and reflective clothing and using reflectors and lights at night.
- Increase traffic law compliance by both motorists and bicyclists. Train law enforcement officers in appropriate enforcement strategies. In particular, decrease wrong-way riding, sidewalk riding and traffic control violations by bicyclists; and decrease speeding, cutting off bicyclists, passing too closely, or blocking or driving in a designated bicycle lane by motorists.

All of the identified educational programs are currently being used in Florida.

BICYCLISTS FATALITY RATE

The Department’s impact on this indicator is limited to the planning and designing of bikeways in new construction and candidate widening projects. Education for drivers and bicyclists along with enforcement of traffic laws will also have an impact on reducing this fatality rate. Although the Florida bicyclist fatality rate significantly declined (24.7 percent) in 2010, it has continued to remain well above the national fatality rate.

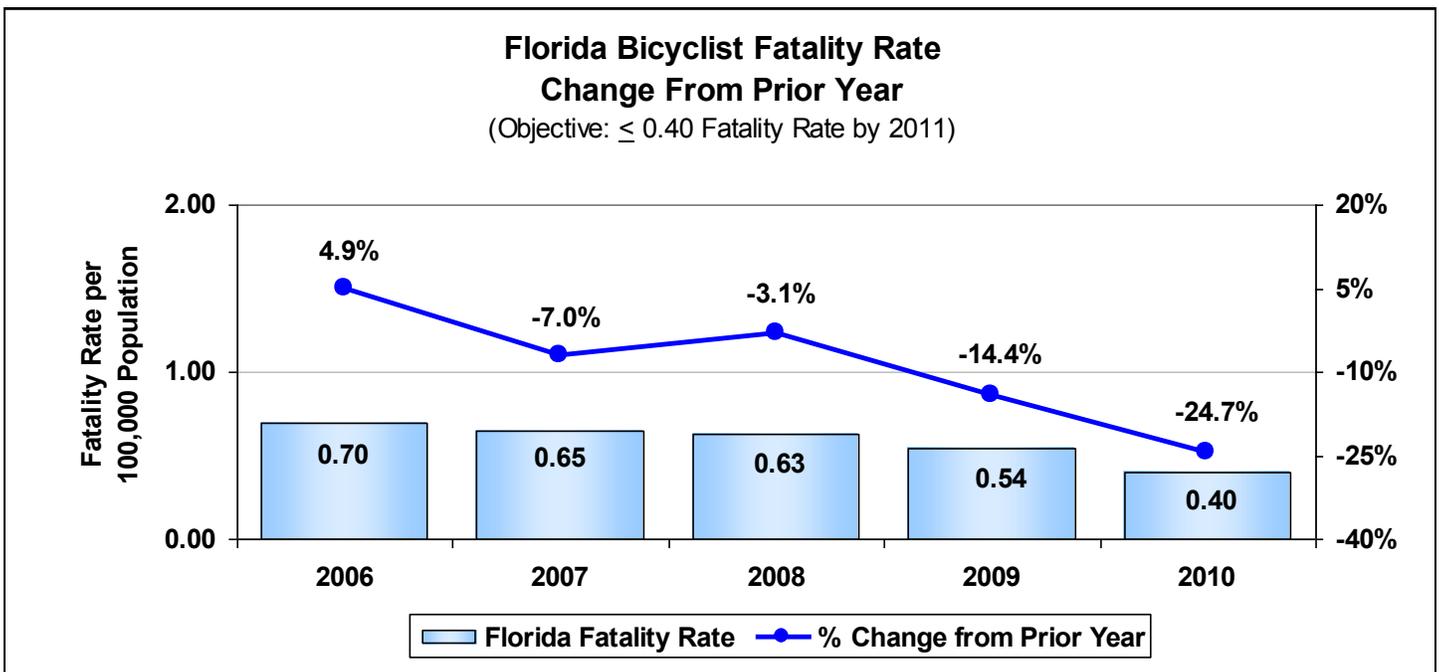
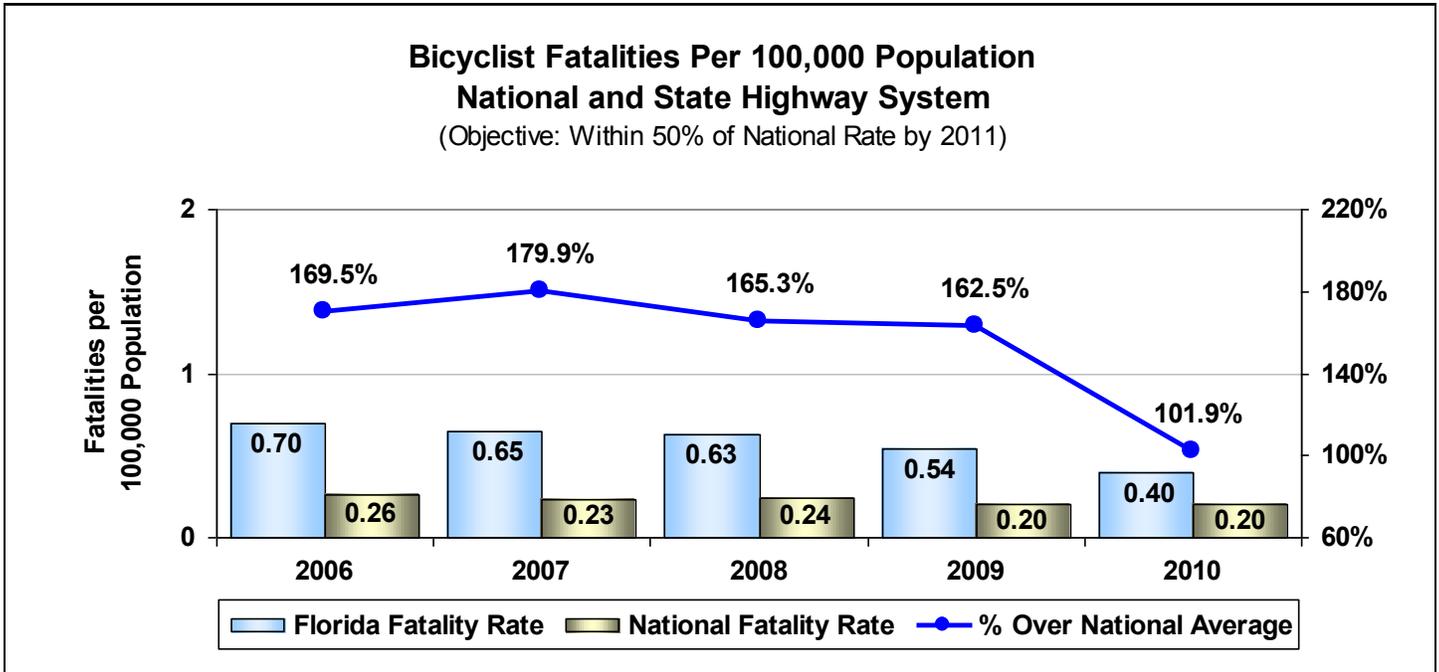
In January, 2009, the Commission challenged the Department to achieve a 10 percent annual reduction in bicyclist fatalities. The challenge was to achieve a goal of no more than 0.4 bicyclist fatalities per 100,000 population by 2011. The Department achieved a bicyclist fatality rate of 0.40 in 2010 thereby attaining this goal for the first time.

Florida Rate Compared to National Rate

Performance Indicator: Florida bicyclist fatality rate per 100,000 population compared to national bicyclist fatality rate					
	2006	2007	2008	2009	2010
Florida Fatality Rate	0.70	0.65	0.63	0.54	0.40
National Fatality Rate	0.26	0.23	0.24	0.20	0.20
% Florida over National Rate	169.5%	179.9%	165.3%	162.5%	101.9%
Short Range Objective:	By 2011, reduce Florida bicycle fatality rate on all public roads to within 50 percent of national bicycle fatality rate				

Performance Indicator: Florida bicyclist fatality rate per 100,000 population compared to previous year's rate					
	2006	2007	2008	2009	2010
Florida Fatality Rate	0.70	0.65	0.63	0.54	0.40
Rate Change from Prior Year	0.03	-0.05	-0.02	-0.09	-0.13
% Change from Prior Year	4.9%	-7.0%	-3.1%	-14.4%	-24.7%
Short Range Objective:	By 2011, reduce Florida bicycle fatality rate on all public roads to, or below, 0.4 fatalities per 100,000 population				

BICYCLISTS FATALITY RATE



SAFETY BELT USAGE AND FATALITY RATE

Overview:

In 2010, fatalities for unrestrained car and truck occupants decreased by 15.3 percent compared to 2009 (from 917 to 777, a decrease of 140). Florida safety belt usage increased to 87.4 percent (from 85.2 percent in 2009) exceeding the national rate of 85.0 percent. The safety belt usage in Florida for 2011 is 88.1 percent.

Safety belt usage varies widely from state to state, reflecting factors such as differences in public attitudes, enforcement practices, legal provisions, and public information and education programs.

Pickup truck drivers and their passengers continue to be among the lowest safety belt wearers.

Best Practices:

An overall program that includes a public awareness campaign, increased enforcement and a primary safety belt law has proven to be the best strategy to both increase safety belt usage and decrease the number of injuries and fatalities attributed to not wearing safety belts.

- The Florida Legislature passed, and the Governor signed, a Primary Safety Belt Law that took effect on June 30, 2009 (Section 316.614, Florida Statutes). A safety belt (or child restraint device) is mandatory for all drivers and occupants under the age of 18. All passengers in the front seat, regardless of age, must also wear a safety belt when the vehicle is in motion.
- “Click It or Ticket” awareness waves that are sustained and that do not occur only during media campaign blitzes are effective.
- In Florida, State and local agencies, along with AAA and AARP, conduct “CarFit” events throughout the year to ensure drivers properly “fit” their vehicles, particularly older drivers.



SAFETY BELT USAGE AND FATALITY RATE

In 2010, 53.6 percent of fatalities occurred where the driver or occupant was not using safety belts. In addition to the Primary Safety Belt Law, focused education and enforcement are activities that positively affect safety belt usage. Child passenger seat giveaways, with multi-lingual education on usage, and special needs seat programs have been of benefit in reducing fatalities. Florida is only one of two states that does not have a booster seat law and was cited by the National Transportation Safety Board (NTSB) as having the most lenient child passenger safety law in the nation.

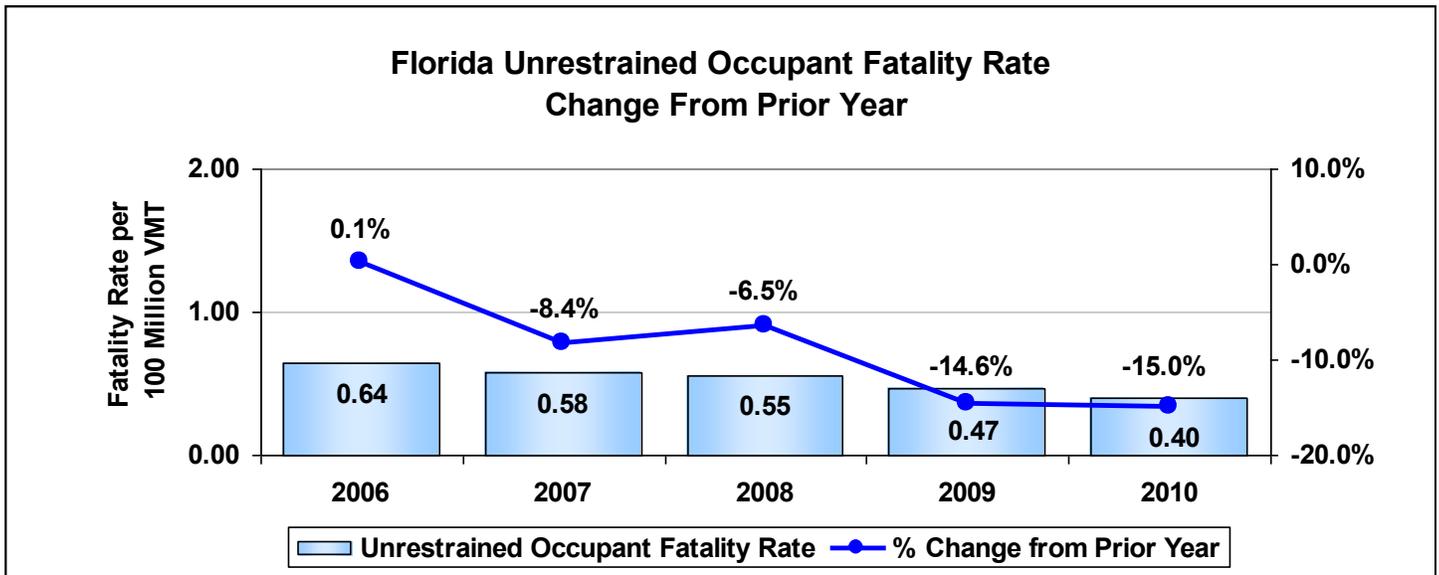
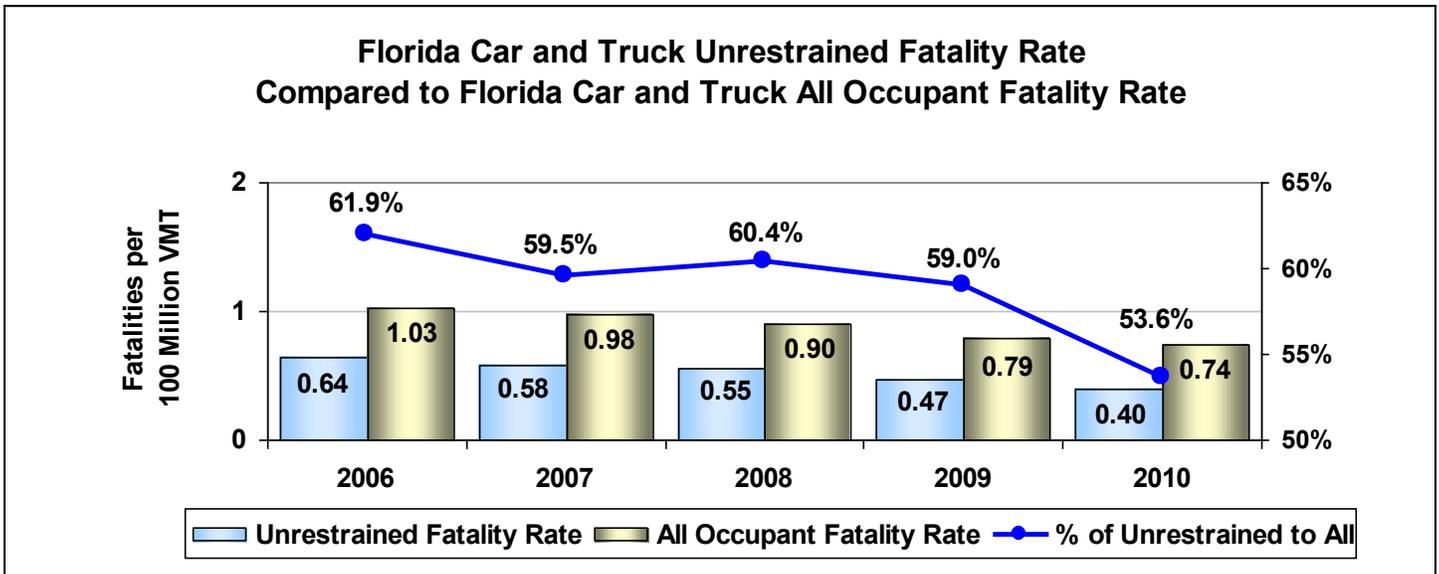
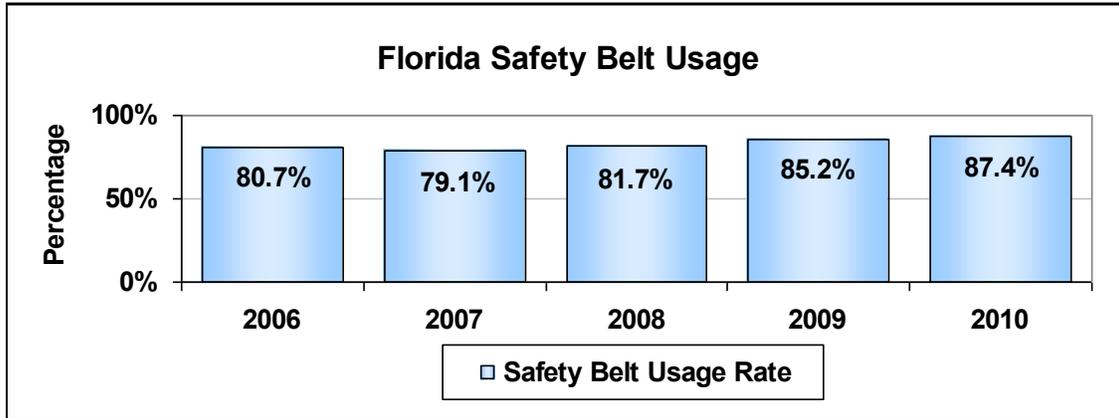
Florida Safety Belt Usage and Fatality Rates

Performance Indicator:		Florida Safety Belt Usage				
		2006	2007	2008	2009	2010
% of Safety Belt Usage		80.7%	79.1%	81.7%	85.2%	87.4%

Performance Indicator:		Florida car and truck unrestrained occupant fatality rate per 100 million vehicle miles traveled (VMT) compared to Florida car and truck all occupant fatality rate				
		2006	2007	2008	2009	2010
Florida Unrestrained Car and Truck Occupant Fatality Rate		0.64	0.58	0.55	0.47	0.40
Florida Car and Truck Occupant Fatality Rate		1.03	0.98	0.90	0.79	0.74
% Unrestrained to All		61.9%	59.5%	60.4%	59.0%	53.6%

Performance Indicator:		Florida car and truck unrestrained occupant fatality rate per 100 million VMT compared to previous year's rate				
		2006	2007	2008	2009	2010
Florida Unrestrained Car and Truck Occupant Fatality Rate		0.64	0.58	0.55	0.47	0.40
Rate Change from Prior Year		0.00	-0.05	-0.04	-0.08	-0.07
% Change from Prior Year		0.1%	-8.4%	-6.5%	-14.6%	-15.0%

SAFETY BELT USAGE AND FATALITY RATE



YOUNG DRIVERS FATAL CRASH RATE

Overview:

Fatal crashes involving young drivers (under the age of 25) decreased by 13.1 percent in 2010 compared to 2009 (from 697 to 606, a decrease of 91). Young drivers are more likely to engage in risky driving behaviors, such as speeding and tailgating, and lacking experience, they are the least able to cope with hazardous situations. Focus group studies indicate that teens do not see anything wrong with underage drinking, only buckle up with safety belts from fear of enforcement, are distracted by too many occupants (particularly other teens), and “feel the need to speed.” With the inclusion of “teen drivers” in the 2011 SHSP, the Department and its safety partners will be placing renewed emphasis on the safety of 15 to 19 year old drivers.

Best Practices:

- Limit the number of passengers under the age of 18 riding with teen drivers. The risk of a crash involving a teen driver increases with each additional teen passenger in the vehicle.
- Improve the process of testing young drivers to obtain a drivers license.
- Enhance the Graduated Drivers License (GDL) program and enforce compliance. Enhancements could include requiring more driving hours with a restricted license before being eligible for a license; requiring more adult supervisory hours; limiting eligible nighttime hours of driving; and limiting the number of teens allowed as passengers for a longer period.
- Enhance driver education opportunities.
- Enhance enforcement of driver license restrictions and safety belt usage, and increase DUI checkpoint opportunities.

Pursuant to Section 322.16, Florida Statutes, a person who holds a driver’s license and who is under 17 years of age, when operating a motor vehicle after 11 p.m. and before 6 a.m., must be accompanied by a driver who holds a valid driver’s license and is at least 21 years of age, unless that person is driving directly to or from work. Also, drivers who are 17 years of age have the same requirement during the hours after 1 a.m. and before 5 a.m., unless driving directly to or from work. Section 322.1615, Florida Statutes, also provides that the holder of a “learner’s” driver’s license must be accompanied at all times by a driver who holds a valid driver’s license and is at least 21 years of age and may only operate a vehicle until 10 p.m. after 3 months following the issuance of the learner’s driver’s license. Safety belt usage for all drivers and occupants under the age of 18 is mandatory.

YOUNG DRIVERS FATAL CRASH RATE

Drivers under the age of 25 are 72 percent more likely to be involved in a fatal crash than a driver 25 years of age or older. The Department has limited ability to affect this indicator.

The young drivers fatal crash rate (fatal crashes per 10,000 licensed drivers) decreased 11.0 percent in 2010 while the older drivers fatal crash rate decreased by 4.9 percent.

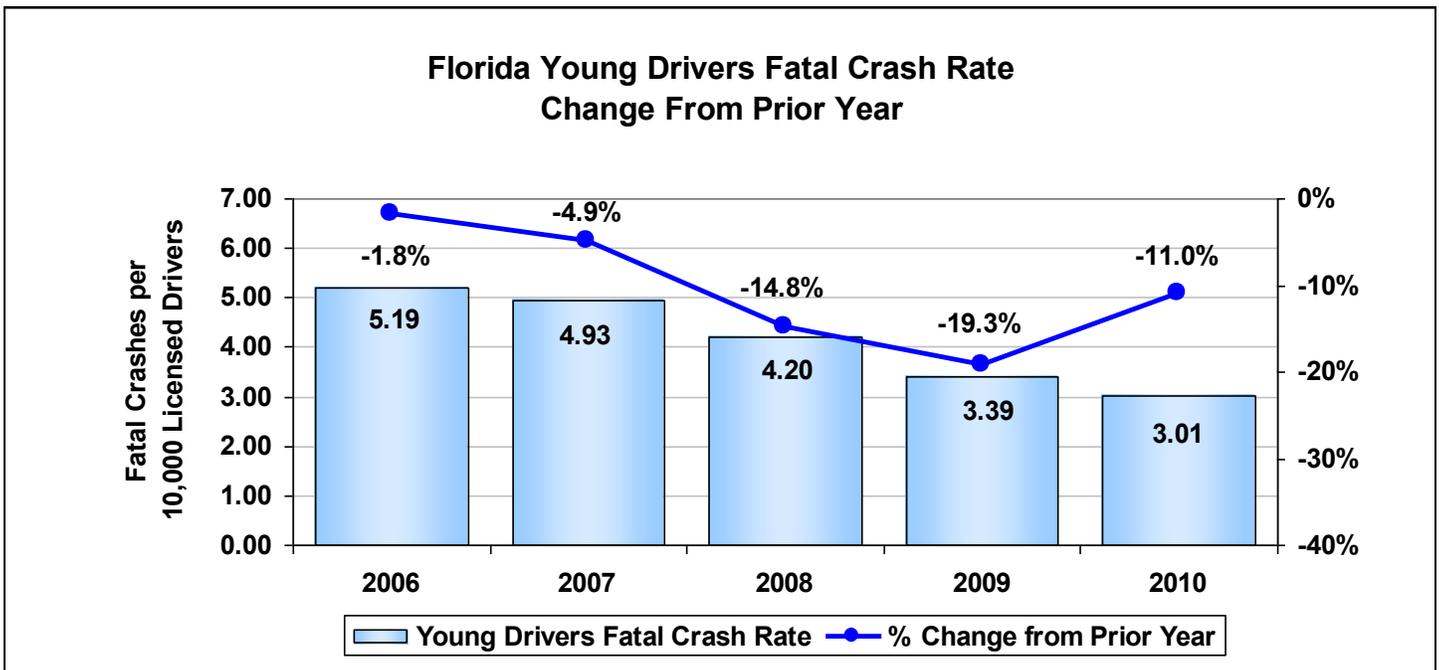
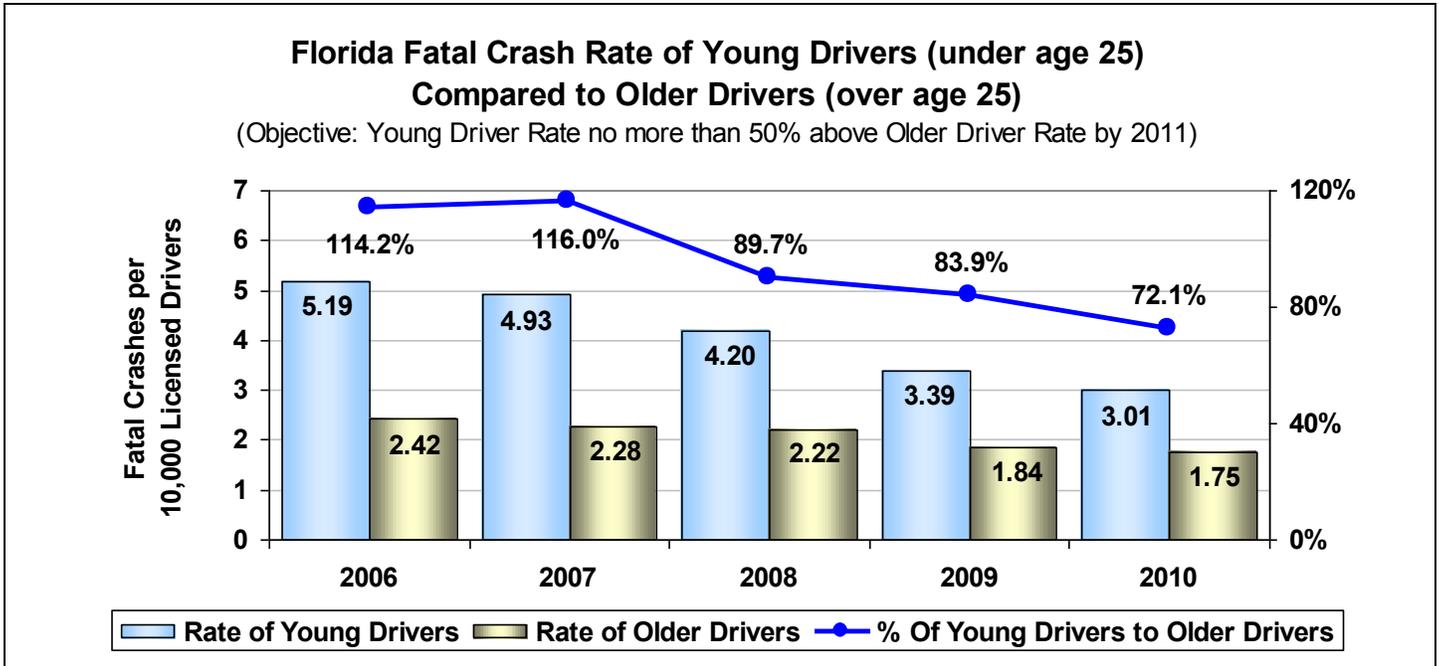
In January 2009, the Commission adopted a resolution challenging the Department to reduce the rate of fatal crashes by young drivers (under 25 years of age) to no more than 50 percent above the rate of drivers 25 years and older by 2011. In 2010, the young drivers fatal crash rate exceeded the fatal crash rate of drivers older than 25 by 72.1 percent, with improvement noted over the last three years.

Florida Fatal Crash Rate

Performance Indicator:	Rate per 10,000 licensed drivers of young drivers (under age 25) involved in fatal crashes compared to drivers aged 25 or older				
	2006	2007	2008	2009	2010
Rate of Young Drivers Involved in Fatal Crashes	5.19	4.93	4.20	3.39	3.01
Rate of Drivers 25 and Older Involved in Fatal Crashes	2.42	2.28	2.22	1.84	1.75
% of Young Drivers Over Drivers Aged 25 and Older	114.2%	116.0%	89.7%	83.9%	72.1%
Short Range Objective:	By 2011, reduce Florida young drivers fatal crash rate to no more than 50 percent above older drivers fatal crash rate				

Performance Indicator:	Rate per 10,000 licensed drivers of young drivers (under age 25) involved in fatal crashes compared to previous year's rate				
	2006	2007	2008	2009	2010
Rate of Young Drivers Involved in Fatal Crashes	5.19	4.93	4.20	3.39	3.01
Rate Change From Prior Year	-0.10	-0.25	-0.73	-0.82	-0.37
% Change From Prior Year	-1.8%	-4.9%	-14.8%	-19.4%	-11.0%

YOUNG DRIVERS FATAL CRASH RATE



ALCOHOL-RELATED FATAL CRASH RATE

Overview:

In 2010, alcohol-related fatal crashes constituted 33.0 percent of all fatal crashes compared to 38.8 percent reported in 2009. Alcohol-related fatal crashes decreased by 175 in 2010, while all fatal crashes decreased by 111. The alcohol-related fatal crash rate per 100 million vehicle miles traveled (VMT) for 2010 was 0.38. Alcohol-related fatal crashes are not just restricted to passenger vehicles but include impaired motorcyclists, bicyclists, and pedestrians.

Efforts over the past 20 years have had significant impacts on the reduction in alcohol-related fatal crashes. Legislation lowering the allowable blood alcohol limit, DUI checkpoints and saturation waves along with public service announcements and public education have contributed to the reduction in alcohol-related fatal crashes.

Best Practices:

- Effective January 1, 2009, all high Blood Alcohol Content (BAC) and repeat offenders are required, by law, to have Ignition Interlock Devices (IID's) installed on their vehicle in Florida.
- Checkpoints: frequent, highly publicized DUI checkpoints are one of the best ways to reduce impaired driving crashes and fatalities. Saturation patrols, consisting of a large number of law enforcement officers patrolling a specific area for a set time, have also proven to be effective in reducing fatal crashes.
- The Department facilitated the establishment of the Florida Impaired Driving Coalition which includes law enforcement, the Judiciary, the State Attorney's Office, Florida Department of Law Enforcement, Mothers Against Drunk Driving, intervention programs, and others to tackle the variety of complex issues surrounding impaired driving. The 34 member Coalition, through a series of meetings held since April 2010, developed an Impaired Driving Strategic Plan. The strategic plan was published in September 2011 and includes various goals, objectives, and strategies to reduce impaired driving fatalities while maximizing available resources.
- Education and public service announcements are somewhat effective.
- Enforcement of strict DUI laws and driver license suspensions can be very effective.

ALCOHOL-RELATED FATAL CRASH RATE

In January 2009, the Commission also challenged the Department to reduce alcohol-related fatal crashes to less than 30 percent of all fatal crashes by 2011. Actual results for 2010 are reported at 33 percent, a significant improvement over the previous 3 years.

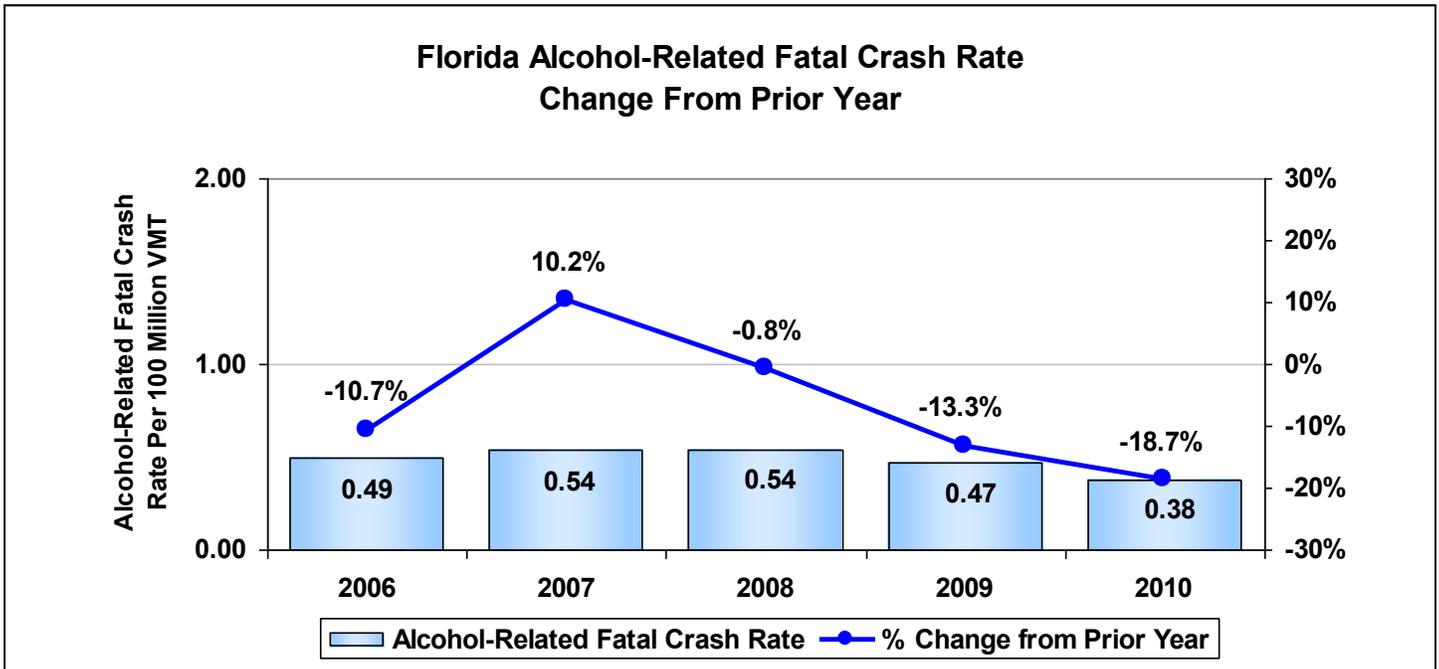
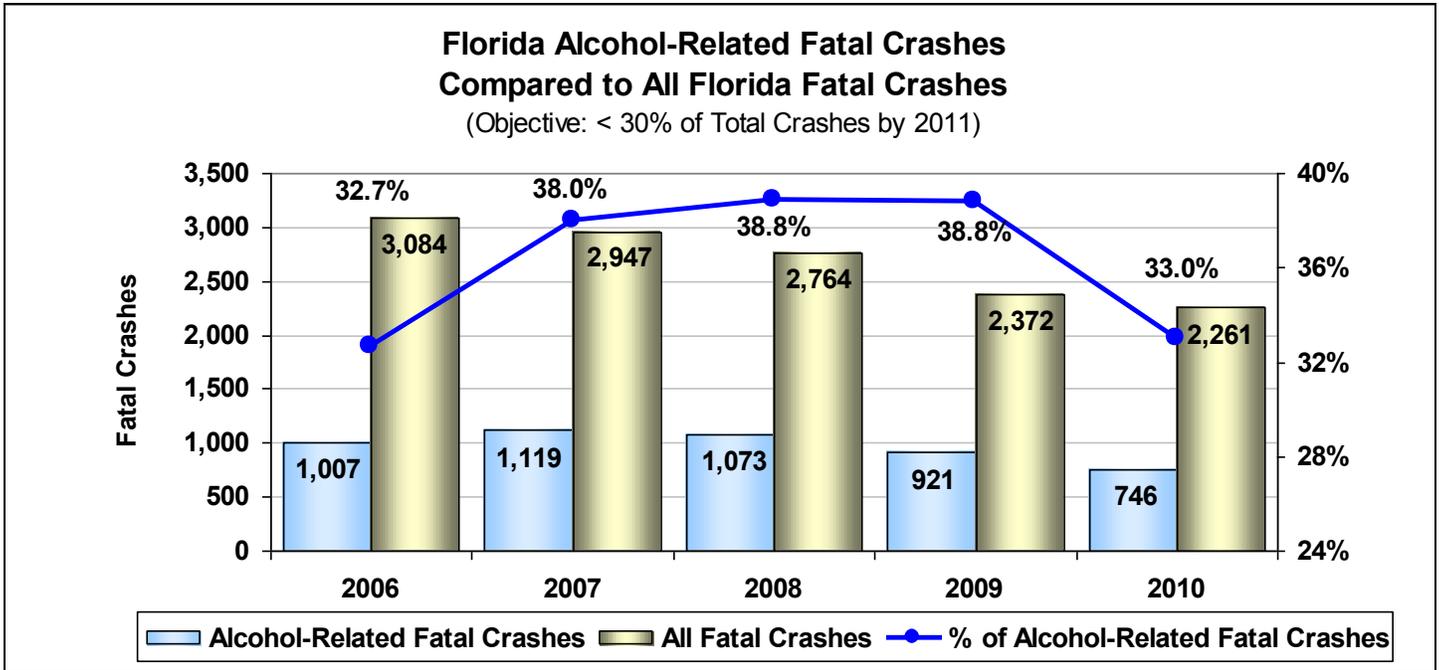
Of drinking drivers, 21 year old drivers had the highest involvement rate in all crashes, whereas, 27 year old drivers had the highest involvement rate in fatal crashes.

Florida Fatal Crash Rate

Performance Indicator:	Percent of alcohol-related fatal crashes to all fatal crashes				
	2006	2007	2008	2009	2010
Florida Alcohol-Related Fatal Crashes	1,007	1,119	1,073	921	746
All Florida Fatal Crashes	3,084	2,947	2,764	2,372	2,261
% Alcohol-Related Fatal Crashes	32.7%	38.0%	38.8%	38.8%	33.0%
Short Range Objective:	By 2011, reduce Florida alcohol-related fatal crashes on all public roads to less than 30 percent of all fatal crashes				

Performance Indicator:	Florida alcohol-related fatal crash rate per 100 million vehicle miles traveled (VMT) compared to previous year's rate				
	2006	2007	2008	2009	2010
Florida Alcohol-Related Fatal Crash Rate	0.49	0.54	0.54	0.47	0.38
Rate Change from Prior Year	-0.06	0.05	0.00	-0.07	-0.09
% Change from Prior Year	-10.7%	10.2%	-0.8%	-13.3%	-18.7%

ALCOHOL-RELATED FATAL CRASH RATE



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