THE FLORIDA TRANSPORTATION COMMISSION

HIGHWAY SAFETY REPORT

CALENDAR YEAR 2007



A REPORT BY

THE FLORIDA TRANSPORTATION COMMISSION

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INTRODUCTION

The Department of Transportation has identified "Safety" as the single most important recurring, underlying theme throughout its programs. Secretary Stephanie Kopelousos has included Safety among her "Vital 4 Vision" of Safety, Mobility, Service, and Funding. Safety permeates throughout the design, construction, maintenance, and operations programs of the Department. In addition to the funds committed to safety as part of those programs, a separate "Safety" program provides funding for:

- Hazard Elimination
- Rail-Highway Grade Crossings
- Traffic Safety Grants

- Motor Carrier Safety Assistance
- Pedestrian/Bicycle Safety
- Community Traffic Safety Teams

However, given the state's 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 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 new 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 Florida Transportation 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.

Safety Office Mission

Continually improve the safety of users of Florida's highway system, the safety of Department employees, and the Department's preparation for, response to, and recovery from natural and manmade emergencies.

Safety Office Goals

1. 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.

2. Provide procedures, training, and awareness activities that foster safe work practices and workplaces for Department employees.

3. Provide plans and procedures to guide, direct, and improve the Department's preparedness for, response to, and recovery from workplace, local, and state emergency events.

Florida Department of Transportation (Department) 2006 Strategic Highway Safety Plan (SHSP)

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 M	Motor Vehicles Florida Highway Patrol
Florida Department of Education	Florida Department of Health
Florida Sheriffs Association	Florida Police Chiefs Association
Metropolitan Planning Organization Advisor	y Council Florida Operation Lifesaver

Florida Department of Transportation (Department) 2006 Strategic Highway Safety Plan (SHSP)

Florida's Strategic Highway Safety Plan is focusing on four Emphasis 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 its goal of a 5% reduction in fatalities in 2007 (see page 18).

<u>1. Aggressive Driving:</u>

- Enhance and promote effective law enforcement programs to reduce aggressive driving;
- Increase education and training to address aggressive driving behaviors; and,
- Identify and mitigate roadway features that may cause aggressive driving.

3. Vulnerable Road Users

Provide local and state agencies with data, skills, and tools to identify effective safety counter measures for pedestrians, cyclists, and motorcyclists in the areas of engineering, education, enforcement, and emergency response; and, Establish consistent mobility strategies.

2. Intersection Crashes:

- Increase the safety of intersections for all users;
- Strengthen traffic enforcement at intersections; and,
- Increase educational efforts concerning intersection behavior, design and engineering.

4. Lane Departure Crashes

Improve public education, engineering and law enforcement practices to reduce lane departure crashes on limited access and rural two-lane roadways.

AGGRESSIVE DRIVING

Aggressive driving behaviors include any event of: speeding, failure to yield the right-of-way, improper lane change, following too closely, improper passing or disregarding other traffic control devices. The Department funds Aggressive Driving programs utilizing National Highway Traffic Safety Administration (NHTSA) Highway Safety Program Funds and has expended over \$13 million since 2003 to reduce the incidence of aggressive driving. Effective law enforcement and increased training and education are the main strategies employed to curb aggressive driving.

Aggressive Driving								
	Percent	of Aggres	sive Drivi	ng fatalitie	s to total			
Performance Indicator:	fatalities							
	2000	2001	2002	2003	2004	2005	2006	2007
Aggressive Driving Fatalities	n/a	n/a	n/a	1,111	1,254	1,264	1,219	1,260
Total Fatalities	n/a	n/a	n/a	3,169	3,244	3,543	3,365	3,221
% of Aggressive Driving Fatalities								
to Total Fatalities	n/a	n/a	n/a	35.1%	38.7%	35.7%	36.2%	39.1%
Performance Indicator:	Change	in Florida	's Aggres	sive Drivin	ig rate			
	compare	ed to the p	revious y	ear's rate				
	2000	2001	2002	2003	2004	2005	2006	2007
Aggressive Driving Fatalities	n/a	n/a	n/a	1,111	1,254	1,264	1,219	1,260
Rate Change From Prior Year	n/a	n/a	n/a	0.0%	3.6%	-3.0%	0.5%	2.9%
			n/					
		,		0 00/	40.00/		4 = 0 /	· ·



INTERSECTION-RELATED CRASHSES

Reducing intersection crashes involves engineering solutions as well as educational efforts. The Department has invested over \$47 million since 2003, with all but \$500 thousand being utilized in infrastructure improvements. Improving intersection design and operation is a key strategy for addressing this issue. Enforcement of "obeying traffic" devices, speed and laws governing intersections, coupled with education are also effective strategies.

Intersection Crashes								
Performance Indicator:	Percent of I	ntersection-	related fata	lities to all fa	atalities			
	2000	2001	2002	2003	2004	2005	2006	2007
Intersection Related	n/a	n/a	n/a	929	966	1,011	984	978
All Florida Fatalities	n/a	n/a	n/a	3,169	3,244	3,543	3,365	3,221
% of Intersection Related Fatalities to All Florida								
Fatalities	n/a	n/a	n/a	29.3%	29.8%	28.5%	29.2%	30.4%
Performance Indicator:	Change in F	-lorida's Inte	ersection-rel	ated crash i	rate			
	compared to	o the previo	us year's ra	te				
	2000	2001	2002	2003	2004	2005	2006	2007
Intersection-Related								
Fatalities	n/a	n/a	n/a	929	966	1,011	984	978
Rate Change From Prior								
Year	n/a	n/a	n/a	29.3%	0.5%	-1.2%	0.6%	1.1%
% Change From Prior Year	n/a	n/a	n/a	0.0%	1.6%	-3.9%	2.2%	3.8%



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. Engineering is a key strategy with enhanced education of motorists also being an effective strategy.

Lane Departures								
Performance Indicator:	Percent	of Lane D						
	2000	2001	2006	2007				
Lane Departure Fatalities	n/a	n/a	n/a	2,806	2,885	3,280	3,125	2,974
Total Fatalities	n/a	n/a	n/a	3,169	3,244	3,543	3,365	3,221
% of Lane Departure Fatalities to Total Fatalities	n/a	n/a	n/a	88.5%	88.9%	92.6%	92.9%	92.3%
Performance Indicator:			s Lane Dep					
			revious yea					
	2000	2001	2002	2003	2004	2005	2006	2007
Lane Departure Fatalities	n/a	n/a	n/a	2,806	2,885	3,280	3,125	2,974
Rate Change From Prior Year	n/a	n/a	n/a	88.5%	0.4%	3.9%	0.0%	-0.5%
% Change From Prior Year	n/a n/a	n/a	n/a	0.0%	0.4%	4.4%	0.0%	-0.6%



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THE FOUR E'S

Engineering: This aspect of safety involves the design and maintenance of the roadway, intersections, and 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:

- FDOT Office of Motor Carrier Compliance;
- Florida Highway Patrol (FHP);
- Florida Wildlife Conservation Commission;
- County Sheriffs, within their county boundaries; and,
- City police, within their city limits.

Education: Traffic safety education of the public ranges from programs for young children to those tailored for elders, and it 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.

Best Practices and Legislative Proposals:

Best Practices for Motorcyclists:

- Wear appropriate attire, including a DOT approved helmet, a jacket, gloves, and boots while riding.
- Complete a Florida Rider Training Program to acquire an official endorsement
- *Share the Road* (all motorists)
- Never ride impaired

Motorcycle Safety Legislation:

• Effective July 1, 2008, all first-time applicants for licensure to operate a motorcycle must provide proof of completion of a motorcycle safety course (Florida Rider Training Course). Section 322.12(5)(a), Florida Statutes.

Possible Legislative Proposals:

- Reinstate the helmet law.
- Impose stronger penalties for repeat offenders.

Best Practices for Impaired Driving:

- High-visibility enforcement coupled with wide-spread media messages and DUI checkpoints are popular practices that bring mixed results.
- As in many safety programs, a combined enforcement and media campaign is generally more effective than either component alone.

Potential Department Legislative Proposal:

Although a reduction of the blood alcohol limit, triggering enhanced penalties from 0.20 to 0.15 was enacted in 2008, a "glitch" in the bill continues to keep the state from relying on it as a criteria to qualify for impaired driving monies, which totaled \$6.4 million in 2008.

Best Practices and Legislative Proposals (cont'd)

Best Practices for Occupant Protection:

• According to the Emergency Nurses Association 2008 Annual Scorecard on State Roadway Laws, the most effective evidence-based strategy for attaining and sustaining high safety belt use is *strong laws, enforcement and publicity* (primary laws, high-visibility enforcement and high-publicity to raise awareness).

Possible Legislative Proposals:

- Enact a primary safety belt law that will entitle the state to receive over \$35 million in safety funding. If legislation is passed, a bill must be enacted by June 30, 2009 and enforcement must occur by September 30, 2009.
- Enact a booster seat law which would qualify the state for funding in this area, for which Florida has not previously been able to qualify.

Best Practices to address Aggressive Driving and Speeding:

• As in other safety program areas, high-visibility enforcement waves coupled with strong media messages are popular and often effective in deterring aggressive driving and speeding. An example is the Florida Highway Patrol's "4 on 4 Campaign", which focused on speeding and aggressive driving along Interstate 4 in four counties. However, long term results from education and changes in driving behavior are mixed.

Legislation related to Speeding:

In 2005, legislation was enacted to create "Enhanced Penalty Zones" to reduce speeding related crashes. Zones are established in Brevard, Duval, and Palm Beach Counties along Interstate 95 as a pilot program. These zones are highly visible with appropriate signage and were preceded by a comprehensive media campaign and a one month adjustment period. Enforcement efforts in the zones began May 1, 2007, and the program will sunset July 1, 2010, if not re-enacted by the legislature. Drivers detained for speeding in an enhanced penalty zone are required to pay an additional \$50 fine, which has been dedicated by the legislature as half to the Agency for Health Care Administration and half to the Department of Health Administrative Trust Fund. [Sections 316.1893, 318.18(3)(e), 318.21 (15), Florida Statutes].

Best Practices and Legislative Proposals (concluded)

Best Practices for Teen Drivers:

- Limit the number of passengers under the age of 18 riding with teen drivers.
- Never drive impaired [38.6% of traffic fatalities and 8.9% of traffic crashes in 2007 were alcohol related].
- Increase driver education and continually improve driving skills courses.
- Make sure everyone in the car is properly secured by a seatbelt before operating your vehicle.
- Never drive aggressively. Always drive defensively.
- Be alert at all times [Distractions such as cell phones could cost you your life].

Possible Legislative Proposals:

- Establish a limit on the number of passengers under the age of 18 that can ride with a driver age 18 or younger.
- Increase the number of hours a restricted licensed driver must have prior to applying for an operator's license from 50 to 75.
- Increase the length of time a learner's permit is held.
- Require all public high schools to provide mandatory drivers' education classes for all students and provide necessary funding.
- Impose stronger penalties for repeat offenders under the age of 21.
- Establish a primary safety belt law in Florida.







SUMMARY OF FLORIDA'S HIGHWAY SAFETY PERFORMANCE FOR 2007

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 Transportation 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 in the following calendar year. The data is generally available during the fall of the year following the statistical year. (2007 data available in the fall of 2008). For Calendar Year 2007:

• Total Highway Fatalities:

- ⇒ State mileage death rate decreased to 1.57 deaths per 100 million vehicle miles traveled (VMT) in 2007 (lowest in state history).
- ⇒ Traffic fatalities in 2007 decreased approximately 4.3% (144 fatalities) from 2006 when 3,365 died on Florida highways. This was the second consecutive year that traffic fatalities have decreased.
- **Car and Truck Occupants**: The fatality rate fell to .98 per 100 million VMT and is 3.1% below the national average of 1.01.
- **Motorcyclists**: The fatality rate declined slightly to 94.47 per 100,000 registered motorcycles, exceeding the national average of 72.00 by 31.1%.
- **Pedestrians**: The fatality rate declined by 6.0% to 2.84 per 100,000 population, however, the Florida rate is 83.9% above the national average of 1.54.
- **Bicyclists/Pedalcyclists**: The fatality rate declined to .65 per 100,000 population (from .70 in 2006) but rose to 179.9% above the national average of .23.
- Occupant Protection: Although the use of occupant safety restraints decreased to 79.1%, the fatality rate of those unrestrained decreased (to .58 per 100 million VMT).
- Young Drivers: The fatal crash rate for drivers under age 25 declined slightly to 4.93 per 10,000 licensed drivers, but rose to 116% above the national average.
- Alcohol-Related: The fatal crash rate rose by 10.2% to 1,119 fatal crashes. Alcohol-related crashes account for 38.0% of all Florida fatal crashes.

FLORIDA'S 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 of Transportation, 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*.

Secondary Measure: Florida's highway fatality rate per 100 million vehicle miles traveled (VMT) compared to the national highway fatality rate.

Objective: Bring Florida's fatality rate to within 5% of the national rate by FY 2011.

Secondary Measure:		highway fa /MT) comp		-		
	2 002	2003	2004	2005	2006	2007
Florida Fatality Rate	1.76	1.71	1.65	1.75	1.65	1.57
National Fatality Rate	1.51	1.48	1.44	1.46	1.42	1.37
% Florida over National Rate	16.8%	15.2%	14.7%	19.9%	16.0%	14.6%

Secondary Measure:		highway fa 'MT) compa	•	-	nillion vehio 's rate.	ele miles
	2002	2003	2004	2005	2006	2007
Florida Fatality Rate	1.76	1.71	1.65	1.75	1.65	1.57
Rate Change from Prior Year	0.00	-0.05	-0.06	0.10	-0.10	-0.08
% Change from Prior Year	-0.2%	-2.8%	-3.3%	6.0%	-5.7%	-5.0%

PERFORMANCE MEASURE

An important measure for gauging progress is the change in fatality rate from year to year. Although the Department does not have full control of all factors relating to this measure, the funding commitments the Department makes to safety programs should have an impact on reducing the fatality rate over the previous year.



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 OCCUPANTS—FATALITY RATE— FLORIDA RATE COMPARED TO NATIONAL RATE

Safety Indicator:	Florida's car and truck occupant fatality rate per 100 million vehicle miles traveled (VMT) compared to the national car and truck occupant fatality rate.							
	2002	2003	2004	2005	2006	2007		
Florida Fatality Rate	1.24	1.18	1.11	1.16	1.03	.98		
National Fatality Rate	1.19	1.16	1.12	1.11	1.07	1.01		
% Florida over National Rate	3.8%	1.4%	-0.7%	4.6%	-3.6%	-3.1%		

Short Range Objective: By 2011, reduce Florida's car and truck occupant highway fatality rate on all public roads to 10% below the national car and truck fatality rate.

Safety Indicator:	Florida's car and truck occupant fatality rate per 100 million vehicle miles traveled (VMT) compared to the previous year's rate.							
	2002	2003	2004	2005	2006	2007		
Florida Fatality Rate	1.24	1.18	1.11	1.16	1.03	.98		
Rate Change from Prior Year	0.01	-0.06	-0.07	0.05	-0.13	-0.05		
% Change from Prior Year	0.8%	-4.8%	-5.7%	4.0%	-10.7%	-4.8%		

Short Range Objective: By 2011, reduce Florida's car and truck occupant highway fatality rate on all public roads to or below 0.7 per 100 million VMT.

FLORIDA'S CAR AND TRUCK 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. After a significant increase in 2005, the fatality rate has declined in both 2006 and 2007 and remains below the national average.





MOTORCYCLISTS FATALITY RATE

OVERVIEW:

Motorcycle fatalities in 2007 remained the same (550) as those reported in 2006. The fatality rate fell slightly due to a 2.2% increase in registrations.

Continuing motorcycle safety research has identified technology and safety countermeasures that could reduce the probability of casualties and fatalities. Helmets and personal protective equipment worn by motorcyclists provide the primary defense against injury in a crash. Research consistently demonstrates that helmets are the most effective piece of safety gear for motorcycle riders, estimating that helmets are 37% effective in preventing fatal injuries to motorcyclists. A study, "Evaluation of the Repeal of the All Rider Motorcycle Helmet Law in Florida", reported that "observational surveys and crash reports indicate that helmet use dropped substantially following the repeal" and as a result, motorcyclist fatalities increased by 81% in the three years following the law change.

BEST PRACTICES:

- Wear appropriate attire including a DOT approved helmet, protective and conspicuous clothing in the form of jackets, gloves and boots and protective eyewear while riding. Studies indicate that helmets reduce motorcycle rider fatalities by 37% and brain injuries by 65%.
- Complete a Florida Rider Training Program—effective July 1, 2008 all first time applicants for a license to operate a motorcycle, regardless of age (now only required for those under 21) must complete a training course.
- Implement SAFETEA-LU Section 2010 recommendation for outreach programs to enhance driver awareness of motorcyclists, such as *SHARE THE ROAD* safety messages.
- Use DUI checkpoints (a higher percentage of motorcycle operators had blood alcohol levels of .08 or higher than any other motor vehicle drivers).
- Highly publicize enforcement, using officers trained in identifying impaired motorcyclists as well as other vehicle drivers, with offender sanctions including vehicle impoundment or forfeiture.

MOTORCYCLISTS FATALITY RATE

Florida's motorcycle fatality rate remains well above the national average. Factors contributing to this high rate of fatalities are the repeal of the motorcycle helmet law and a sharp increase in motorcycle sales to the "baby boomer" generation.

FLORIDA RATE COMPARED TO NATIONAL RATE

Safety Indicator:	Florida's motorcyclist fatality rate per 100,000 registered motorcycles compared to the national motorcyclist fatality rate.							
	2002	2003	2004	2005	2006	2007		
Florida Fatality Rate	92.33	93.01	93.52	97.20	96.55	94.47		
National Fatality Rate	65.35	69.16	69.80	73.50	72.34	72.04		
% Florida over National								
Rate	41.3%	34.5%	33.9%	32.3%	33.5%	31.1%		

Short Range Objective: By 2011, reduce Florida's motorcyclist fatality rate on all public roads to within 10% of the national motorcyclist fatality rate.

Safety Indicator:	Florida's motorcyclist fatality rate per 100,000 registered motorcycles compared to the previous year's rate.					
	2002	2003	2004	2005	2006	2007
Florida Fatality Rate	92.33	93.01	93.52	95.60	96.55	94.47
Rate Change from Prior Year	-1.6	0.7	0.51	2.1	1.0	-2.1
% Change from Prior Year	-1.7%	0.7%	0.5%	2.2%	1.0%	-2.2%

Short Range Objective: By 2011, reduce Florida's motorcyclist fatality rate on all public roads to or below 70.0 fatalities per 100,000 registered motorcycles.

MOTORCYCLISTS FATALITY RATE

Although the number of fatalities remained unchanged from 2006, the fatality rate declined in 2007 and the difference in the Florida rate and the national rate narrowed slightly.



PEDESTRIANS FATALITY RATE

OVERVIEW:

Pedestrian fatalities decreased in 2007 by 6.0% from those reported in 2006 (530 compared to 546, a decrease of 16). Most pedestrian fatalities occur in urban areas, at non-intersection locations, in normal weather conditions, and at night. In addition, alcohol involvement, either for the driver or the pedestrian, was reported in 44% of traffic crashes that involved pedestrians. Of the 530 pedestrians killed in traffic crashes in 2007, 218 (41.1%) had been drinking (an increase of 17.2% over 2006).

BEST PRACTICES:

Examples of effective education, enforcement, and engineering practices :

- Santa Ana, California created a Pedestrian Safety Toolkit that included a safety video (with discussion guide), a safety solutions guidebook and neighborhood safety survey. Combined with crosswalk enforcement and school zone enforcement, the 5-12 age group showed a steady decline in injuries and deaths. In conjunction with the federal Safe Routes to School Program, Florida is encouraging the use of the "Safe Ways to School Toolkit", which includes information on safe school crossing and safe walk to school programs.
- Enforcement of pedestrian duty to yield at mid-block locations without crosswalks.
- Enforcement of motorists' duty to yield to pedestrians in crosswalks. Sending warning letters to drivers was associated with a 4% reduction in crashes and a 6% reduction in violations.
- The Department created "tip cards" reminding pedestrians in the downtown Tampa area of the need for pedestrian safety and the amount of the fine for jay-walking. These were handed out by local law enforcement.
- 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.

PEDESTRIANS FATALITY RATE

Florida is second in the nation in pedestrian deaths with 530 fatalities in 2007 and a fatality rate of 2.84 per 100,000 population. Though the Florida rate declined in 2007 it remained well above the national average.

FLORIDA RATE COMPARED TO NATIONAL RATE

Safety Indicator:	Florida's pedestrian fatality rate per 100,000 population compared to the national pedestrian fatality rate.						
	2002	2003	2004	2005	2006	2007	
Florida Fatality Rate	2.92	2.93	2.81	3.21	3.02	2.84	
National Fatality Rate	1.70	1.65	1.59	1.65	1.60	1.54	
% Florida over National Rate	71.9%	77.4%	76.8%	94.8%	88.5%	83.9%	

Short Range Objective: By 2011, reduce Florida's pedestrian fatality rate on all public roads to within 20% of the national pedestrian fatality rate.

Safety Indicator:	Florida's pedestrian fatality rate per 100,000 population compared to the previous year's rate.						
	2002	2003	2004	2005	2006	2007	
Florida Fatality Rate	2.92	2.93	2.81	3.21	3.02	2.84	
Rate Change from Prior Year	-0.7	0.1	-0.12	0.40	0.19	-0.2%	
% Change from Prior Year	-2.5%	0.3%	-3.9%	14.2%	-6.1%	-6.0%	

Short Range Objective: By 2011, reduce Florida's pedestrian fatality rate on all public roads to or below 1.6 fatalities per 100,000 population.

PEDESTRIANS FATALITY RATE



BICYCLISTS/PEDALCYCLISTS FATALITY RATE

OVERVIEW:

Bicyclist fatalities declined by 7.0% in 2007 from those reported in 2006 (from 126 to 121, a decrease of 5). Fatal bicycle crashes exhibit the same patterns as pedestrian fatal crashes in that most (60%) 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:

Education and enforcement appear to be the most effective means for reducing bicyclist fatalities. Engineering improvements would include adding bicycle lanes when constructing or reconstructing highways.

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.
- Enforcement programs that provide warnings or tickets to bicyclists that violate traffic regulations related to riding in the wrong direction, running red lights, making illegal turns, or riding at night without functioning lights.

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

BICYCLISTS/PEDALCYCLISTS FATALITY RATE

The Department's impact on this indicator is limited to the planning and designing of bikeways in new construction and the widening of highway projects. Education for drivers and bicyclists along with enforcement of traffic laws will also have an impact on reducing this fatality rate. Although the fatality rate declined in 2007, it has continued to remain well above the national average.

Bicyclists—Fatality Rate—Florida Rate Compared to National Rate

Safety Indicator:	Florida's bicyclist fatality rate per 100,000 population compared to the national bicyclist fatality rate.							
	2002	2003	2004	2005	2006	2007		
Florida Fatality Rate	0.66	0.59	0.70	0.66	0.70	0.65		
National Fatality Rate	0.23	0.22	0.24	0.26	0.26	0.23		
% Florida over National Rate	183.3%	171.9%	184.6%	151.1%	169.8%	179.9%		

Short Range Objective: By 2011, reduce Florida's bicycle fatality rate on all public roads to within 50% of the national bicyclist fatality rate.

Safety Indicator:	Florida's bicyclist fatality rate per 100,000 population compared to the previous year's rate.							
	2002	2003	2004	2005	2006	2007		
Florida Fatality Rate	0.66	0.59	0.70	0.66	0.70	0.65		
Rate Change from Prior Year	-0.12	-0.07	0.11	-0.04	0.04	0.05		
% Change from Prior Year	-15.2%	-10.3%	17.7%	-4.6%	4.9%	-7.0%		

Short Range Objective: By 2011, reduce Florida's bicyclist fatality rate on all public roads to or below 0.4 fatalities per 100,000 population.

BICYCLISTS/PEDACYCLISTS FATALITY RATE





OCCUPANT PROTECTION USAGE AND FATALITY RATE

OVERVIEW:

Fatalities for unrestrained car and truck occupants decreased by 7.7% in 2007 as compared to 2006 (from 1301 to 1201 a decrease of 100). Safety belt usage decreased to 79.1% (from 80.7% in 2006).

Usage of safety belts varies widely from state to state, reflecting factors such as differences in public attitudes, enforcement practices, legal provisions, and public information and education programs. In fatal crashes, 75% of passenger vehicle occupants who were totally ejected from vehicles were killed. Only 1% of occupants reported to have been using safety belts were totally ejected compared to 30% of the unrestrained occupants.

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.

Examples of effective campaigns:

- North Carolina's "Click It or Ticket" campaign, which Florida has adopted, increased safety belt usage from 62% before the campaign to over 80% afterwards, thereby reducing fatal and serious traffic-related injuries by 14%.
- Washington State passed its primary seat belt law in 2002. Prior to the effective date of the law, Washington participated in the national "Memorial Day Click It or Ticket" campaign and continued the efforts into the summer. Safety belt usage increased across all drivers, with the largest increase (20.9%) in the under age 20 category.
- "Click It or Ticket" awareness waves that are sustained and that do not occur only during media campaign blitzes are effective.

OCCUPANT PROTECTION USAGE AND FATALITY RATE

The Department's participation in such programs as "Click It or Ticket" are indicative of the partnerships that can have an impact on these rates.

Florida Occupant Protection Usage Percentage					
2002	2003	2004	2005	2006	2007
75.1%	72.6%	76.3%	73.9%	80.7%	79.1%
		2002 2003	2002 2003 2004	2002 2003 2004 2005	2002 2003 2004 2005 2006

FLORIDA USAGE AND FATALITY RATES

Performance Indicator:	Florida's car and truck unrestrained occupant fatality rate per 100 million vehicle miles traveled (VMT) compared to Florida's car and							
truck all occupant fatality rate.								
	2002	2003	2004	2005	2006	2007		
Florida Unrestrained Car & Truck Occupant Fatality Rate	0.75	0.67	0.64	0.64	0.64	0.58		
Florida Car & Truck Occu-								
pant Fatality Rate	1.24	1.18	1.11	1.16	1.03	0.98		
% Unrestrained to All	63%	59.7%	61.1%	55.1%	61.9%	59.5%		

Safety Indicator:	Florida's car and truck occupant fatality rate compared to the previous year's rate.					
	2002	2003	2004	2005	2006	2007
Florida Unrestrained Car & Truck Occupant Fatality Rate	0.75	0.67	0.64	0.64	0.64	0.58
Rate Change From Prior Year	0.01	-0.08	-0.03	0.00	0.00	-0.06
% Change From Prior Year	1.4%	-10.7%	-4.5%	0.0%	0.0%	-0.05%



OCCUPANT PROTECTION USAGE AND FATALITY RATE





YOUNG DRIVERS FATAL CRASH RATE

OVERVIEW:

Fatal crashes involving young drivers (under the age of 25) decreased by 4.9% in 2007 compared to 2006 (from 1,081 to 1,036, a decrease of 45). 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".

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.

In Florida, drivers <u>under</u> 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. 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 more than twice as 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.

FLORIDA FATAL CRASH RATES

Safety Indicator:	Rate per 10,000 licensed drivers of young drivers (under age 25) involved in fatal crashes compared to drivers aged 25 or older.					
	2002	2003	2004	2005	2006	2007
Rate of Young Drivers Involved in Fatal Crashes	4.68	4.79	4.86	5.28	5.19	4.93
Rate of Drivers 25 and Older Involved in Fatal Crashes	2.43	2.38	2.39	2.56	2.42	2.28
% of Young Drivers versus Drivers Aged 25 and Older	92.4%	101.4%	102.8%	106.1%	114.5%	116.0%

Safety Indicator:	Rate per 10,000 licensed drivers of young drivers (under age 25) involved in fatal crashes compared to previous year's rate.					
	2002	2003	2004	2005	2006	2007
Rate of Young Drivers Involved in Fatal Crashes	4.68	4.79	4.86	5.28	5.19	4.93
Rate Change From Prior Year	-0.05	0.11	0.07	0.42	09	25
% Change From Prior Year	-1.1%	2.3%	1.4%	8.8%	-1.8%	-4.9%



YOUNG DRIVERS FATAL CRASH RATE



ALCOHOL-RELATED FATAL CRASH RATE

OVERVIEW:

Alcohol-related fatal crashes increased by 10.2% in 2007 compared to 2006, with an increase of 112 fatal crashes. Alcohol-related fatal crashes are not just restricted to passenger vehicles; fatal crashes also involve 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. However, the most recent data indicates not only an increase in the absolute numbers of fatal crashes, but also an increase in the fatal crash rate associated with impaired driving.

BEST PRACTICES:

- Starting January 1, 2009, all high Blood Alcohol Content (BAC) and repeat offenders will be required, by law, to have Ignition Interlock Devices (IID's) installed in Florida.
- Checkpoints: frequent, highly publicized DUI checkpoints are one of the best ways to reduce impaired driving crashes and fatalities. While saturation patrols produce more DUI arrests, checkpoints have proven to produce more of a deterrent effect (at least 400 checkpoints are conducted in Florida each year).
- "Checkpoint Brevard" (Brevard County, Florida): The 25 checkpoints produced 113 arrests and 40 drug arrests, resulting in the lowest number of people killed in alcohol-related crashes in 20 years. Alcohol-related crashes have increased since the program was discontinued.
- 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

More than one-third (38%) of all Florida fatal crashes involve alcohol. The fatal crash rate increased by 10.2% and is the highest it has been in six years. Of drinking drivers in crashes, 21 year old drivers had the highest involvement rate in all crashes and in fatal crashes.

SafetyIndicator:Percent of alcohol-related fatal crashes to all fatal crashes.						
	2002	2003	2004	2005	2006	2007
Florida Alcohol-Related Fatal Crashes	894	997	998	1,112	1,007	1,119
All Florida Fatal Crashes	2,816	2,880	2,936	3,205	3,084	2,947
% Alcohol-Related Fatal Crashes	31.7%	34.6%	34.0%	34.7%	32.7%	38.0%

CRASH RATE

Safety Indicator:	Florida's alcohol-related crash rate per 100 million vehicle miles traveled (VMT) compared to the previous year's rate.					
	2002	2003	2004	2005	2006	2007
Florida Alcohol-Related Fatal Crash Rate	0.50	0.54	0.51	0.55	0.49	0.55
Rate Change From Prior Year	-0.02	0.04	-0.03	0.04	-0.06	0.06
% Change From Prior Year	-4.0%	7.2%	-5.5%	7.8%	-10.7%	10.2%



ALCOHOL-RELATED FATAL CRASH RATE



References

For National Statistics:

NHTSA's National Center for Statistics and Analysis, 2007 NHTSA's Annual Assessment of Motor Vehicle Crashes, 2007

For Florida Statistics:

Florida Department of Highway Safety and Motor Vehicles Annual Performance Report Florida Department of Transportation Safety Office

Appendix

Florida Department of Transportation

Highway Safety Grants Program

Highway Safety Grant Program

(December 2008)

The Department of Transportation (Department) is responsible for the administration of the Highway Safety Grant Program which awards federal grants to not-for-profit organizations and state and local agencies to implement specific traffic safety programs. These safety programs relate to traffic enforcement, public information, education, and emergency services. For federal fiscal year 2008-2009, the Department anticipates receiving approximately \$10,000,000 to be awarded to address a variety of traffic safety issues such as: speed enforcement, alcohol countermeasures, pedestrian/bicycle safety, motorcycle safety, promotion and enforcement of safety belt and child safety seat usage, and support of local Community Traffic Safety Teams. The Grant Program also promotes safety through ongoing information and educational activities statewide.

The Department's safety office has applied for and has been advised that it has qualified for and will receive additional grant funding in certain program areas including the improvement of crash data systems, motorcycle safety, and impaired driving. On the other hand, the Department continues to be ineligible for certain grant funding because Florida has been unable to pass either a primary safety belt law or the federally required level of statutory safeguards for child booster seats for funding purposes. Passage of a qualifying primary safety belt law would result in a one time allocation to the state of over \$35,000,000. 2009 is Florida's last opportunity to receive these funds. Qualifying legislation must be in effect by June 30, 2008, and the law must be enforced by September 30, 2008, to receive the funding. In 2008, Florida passed legislation that reduced the hard core drunk driving limit from 0.20 to 0.15. However, it was enacted too late and failed to contain required language that would enable the Department to utilize the law to qualify for impaired driving grant funds in FY 2008-2009. Fortunately, because the Department identified and met other qualifying criteria, the Department received \$6.4 million in federal funds to address impaired driving issues in FY 2008-2009. An attempt will be made to rework the 2008 legislation to qualify for FY 2009-2010 funding.

Roadway and Community Traffic Safety

(December 2008)

Florida's population continues to grow at a rate which strains the state's ability to meet its infrastructure needs. Many local communities are faced with excessive growth, overcrowded roadways, and a lack of resources to develop and implement countermeasures in a timely manner to maintain a safe environment for the movement of vehicles and people. In response to the many traffic safety needs of Florida roadway users, highway safety grant funds have been earmarked for many community traffic safety programs.

In response to the ever increasing number of drivers over the age of 60, the Department has developed a comprehensive new program called Safe Mobility for Life. Partnering with agencies such as the Department of Highway Safety and Motor Vehicles, the Department of Elder Affairs, the Department of Community Affairs, and the Florida Senior Resource Centers, this program addresses ways to appropriately meet the needs of our increasing elder population on both an engineering level as well as a personal level. This program is currently funded through the Department's Traffic Operations Division. Details can be found at www.safeandmobileseniors.org

Grants in the community traffic safety category support innovative and ongoing public information and education programs to improve driver behavior. Two major components include support to Florida's Community Traffic Safety Teams (CTSTs) and the education and skills development of teen drivers.

CTSTs are locally based volunteer groups of highway safety advocates who address traffic safety problems through a comprehensive, multi-jurisdictional, multi-disciplinary approach. CTSTs integrate the efforts of the various disciplines that work in highway safety, including engineering, enforcement, education, and emergency services to address traffic safety problems related to the driver, the pedestrian/bicyclist, the vehicle, and the roadway.

The Department continues to actively support and promote the CTST program, including seven District CTST Coordinators and \$210,000 in total grant funding, which was increased to \$350,000 in FY 2007-2008 and 2008-2009. More information regarding CTSTs is available on the Department's website at http://www.dot.state.fl.us/safety/CTST/ctststaff.shtm

Roadway and Community Traffic Safety

(December 2008)

Teen education and skills improvement grants include: a teen driver improvement program sponsored by the Levy County Sheriff's Office to provide training in driver's education programs in high schools in Levy County, which ranks number 2 for teen crashes, fatalities, and injuries in Florida counties with populations of less than 50,000. In a similar vein, the Florida Sheriff's Association has been awarded a grant to continue a statewide Teen Driver Challenge program to provide teens with the knowledge and hands on experience in collision avoidance and safe driving techniques.

The Department of Highway Safety and Motor Vehicles continues its teen safety initiatives with a multicultural teen outreach program in Miami-Dade County and a new interactive teen website, <u>www.TakeTheWheel.net</u>. The Florida Highway Patrol was funded to develop an educational pamphlet of important information on Florida's traffic laws, Florida Trip Tips, which was distributed statewide to both residents and visitors and to implement a public information and education program to promote the "*Share the Road*" message statewide.

Occupant Protection Program

(December 2008)

Increasing safety belt use continues to be a top priority for the Department. Although safety belt use in Florida took a slight dip in 2007 to 79.1%, usage reached an all time high of 81.7% in 2008. These numbers reveal that millions of unbuckled Floridians remain at risk of being seriously injured or killed in motor vehicle crashes for the simple reason that they were not properly belted. Enforcement and awareness programs such as Click It or Ticket Florida, Buckle Up In Your Truck, Hands Across the Border, and Saved by the Belt are conducted to heighten awareness throughout the year. An enforcement based message was combined with an aggressive paid media campaign and millions of hours of grassroots efforts surrounding the Memorial Day holiday.

Law Enforcement Liaisons are a vital link between the Department's safety initiatives and the multitude of law enforcement agencies throughout the state. These liaisons were traditionally utilized on a regional basis to assist and support law enforcement agencies and community partners with only occupant protection campaigns and initiatives. However, with renewed vigor and strategic planning, these liaisons now promote and encourage participation in the wide variety of Department funded safety initiatives. Participation in the Florida Law Enforcement Challenge continues to foster friendly competition among similar sizes and types of law enforcement agencies, and rewards participating agencies with needed equipment and a chance to win one of three full equipped non-traditional vehicles.

Increasing safety belt use among young adults remains a challenge, and all funded teen safety programs include strong safety belt messages. In addition, for those children and adults that have special health care needs, the Florida Special Needs Occupant Protection Program provides education, training, and loaner restraints that are not available in retail outlets to families with acute or chronic special health care needs through hospital-based programs. This program has been nationally recognized as the only program of its kind in the nation.

Motorcycle Safety Program

(December 2008)

Unlike many states, Florida's warm climate permits year-round motorcycling, which places Florida's motorcyclists more at risk than those in most other states. Because Florida motorcyclists have more opportunities to ride their motorcycles, they have more exposure to potential crash situations.

In 2007, 9,205 crashes occurred in Florida involving motorcycles, resulting in 517 motorcyclists and 33 passengers being killed. In that same year, 8,186 motorcyclists and 769 passengers were injured.

Motorcycle registrations have increased from 229,684 in 1998/1999 to 647,968 as of June 30, 2008, an increase of 182%.

Nationally, the greatest factor contributing to motorcycle related crashes is alcohol involvement. In 2003, the National Highway Traffic Safety Administration (NHTSA) reported that motorcycle operators in fatal crashes had Blood Alcohol Concentration (BAC) levels higher than any other type of motor vehicle operator. Another leading factor contributing to both fatalities and serious injuries is the increasing failure to use a helmet since repeal of the universal mandatory helmet law in Florida, and several other states.

The Department underwent a motorcycle program assessment by a team of experts assembled by NHTSA in February 2008. The recommendations contained in their final report are being addressed by a newly formed Motorcycle Safety Coalition. The Coalition consists of dedicated safety partners that include riders, dealers, insurance representatives, trainers, law enforcement, and others. Through this coalition a strategic motorcycle safety plan has been developed, emphasis areas identified, and team leaders assigned for follow through on implementation. Some of the primary focus areas of the coalition and the strategic plan are to increase motorist awareness of motorcyclists; eliminate impaired riding; increase helmet and protective gear use; eliminate unlicensed and non-endorsed riders; and increase rider education and awareness. Curiously, in recent years, states have been specifically prohibited from using recent additional federal funds to promote the use of motorcycle helmets despite the fact that the alarming increase in motorcyclist fatalities has made helmet laws a number one priority across the nation.

Bicycle/Pedestrian Safety

(December 2008)

Pedestrian/Bicycle grant projects implement pedestrian and bicycle education, planning, and enforcement programs aimed at decreasing pedestrian and bicycle fatalities and injuries. Projects to be funded include both statewide projects designed to benefit the entire state, and local projects to address specific pedestrian and bicycle safety problems in high crash areas.

Two statewide helmet distribution and bicycle education programs have been funded to the Florida Department of Health and the Epilepsy Foundation of Florida. The Epilepsy Foundation has also become the distribution center that will provide an assortment of bicycle and pedestrian educational and promotional items. Many items will be multi-lingual. The University of Florida Transportation Tech Transfer (T2 Center) will develop a web-based resource center to include bicycle safety brochures, videos, a lending library, quarterly newsletters, and other public awareness materials.

On a local level, a safe crossings program for elderly pedestrians developed by the University of Miami, Miller School of Medicine is being expanded to increase safety awareness and promote community involvement.

Other initiatives are planned and funded by the Department through its bicycle/ pedestrian program staff, through the federally funded Safe Routes to School Program, and through the Department funded school crossing guard train the trainer program.

Impaired Driving

(December 2008)

The Impaired Driving/Alcohol module of the Department's safety grant program funds several major statewide training initiatives. A multi-year Student Traffic Safety Program is coordinated by the Tallahassee Community College through BACCHUS and GAMMA Peer Education Network at the college level and by Students Against Destructive Decisions (SADD) at the high school level.

Specialized training is provided to law enforcement officers, prosecutors, civilian employees of law enforcement agencies, state employees, and investigators with government agencies on DUI case preparation, detecting false drivers' licenses, and related topics. These funds also provide legal training for Department of Highway Safety and Motor Vehicles hearing officers who preside over the administrative suspension of drivers' licenses and to implement a pilot program to place a special DUI Prosecutor in a state attorney's office to increase the level of expertise needed to combat seasoned DUI defense attorneys. A grant funded Traffic Safety Resource Prosecutor (TSRP) provides assistance to prosecutors in areas related to traffic enforcement. The TSRP program has expanded to two full time prosecutors.

The Department is also implementing a new strategy to fight against repeat impaired driving offenders: DUI Courts. In DUI Court programs offenders are held at the highest level of accountability while receiving long-term, intensive treatment and compliance monitoring. There are currently three designated DUI Courts participating in this program.

On a local level, grants are awarded to support new DUI enforcement positions and provide equipment to enable local law enforcement agencies to expand their efforts; to provide incentives for agencies to participate in law enforcement initiatives and the Sustained Enforcement Program; to fund media buys during enforcement campaigns; and to provide monies to local law enforcement for checkpoint overtime. Such projects are being funded in communities such as Jacksonville, South Daytona, Pasco County, North Miami Beach, Cape Coral, Levy County, Hillsborough County, and others. A new DUI project has been developed and funded through the Florida Highway Patrol to conduct checkpoints each weekend in all troop districts by providing overtime monies and funds to purchase equipment.

Speed Control/Aggressive Driving

(December 2008)

Florida is home to a diverse population of drivers from many different cultures and backgrounds. Yearly influxes of touring visitors and permanent population growth contribute to the ever increasing problems on Florida's roadways. In 2007, 524 (about 200 more than 2006) fatalities and 4,660 (almost 2,000 fewer than 2006) injuries sustained due to exceeding the safe or stated speed limit. Speed may also have been a factor in the 925 fatalities and 52,084 injuries caused by careless driving in 2007.

In Florida, as in other states nationwide, incidents of aggressive driving continue to rise. Florida currently does not have an enforceable aggressive driving statute, but does have a statute designed to collect data on the problem of aggressive driving. The Florida uniform traffic citation includes a box to be checked if the driver was deemed by the officer to be an aggressive driver and instructions were printed on the citation covers to assist the officer with identification of aggressive drivers. The Department, in cooperation with the Department of Highway Safety and Motor Vehicles, has implemented a program to collect and analyze aggressive driving data from the uniform traffic citation in order to focus traffic safety programs where they will have the most effect.

Numerous projects are funded in the current fiscal year to reduce the number of fatalities and injuries related to unlawful speed and aggressive driving. Educational programs and the purchase of equipment such as speed monitoring trailers, variable message boards, in-car video systems, laser speed measurement units, and speed radar units are being funded in a number of communities such as Pasco County, Indian River County, Fort Lauderdale, Lauderhill, Auburndale, Miami Springs, DeLand, Titusville, Coral Springs, Fruitland Park, and others.

Funds from this category also support the statewide Law Enforcement Liaison program.

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