FLORIDA TRANSPORTATION COMMISSION

HIGHWAY SAFETY REPORT CALENDAR YEAR 2008

January 15, 2010

HIGHWAY SAFETY REPORT FOR CALENDAR YEAR 2008

January 15, 2010


Bicyclists


Truck Drivers


Pedestrians

TABLE OF CONTENTS


WEST
90

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 man-made 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 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 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 a 4.2% reduction in fatalities in 2008, below the stated goal (see page 18).

1. Aggressive Driving:

- 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.

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.

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.

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.

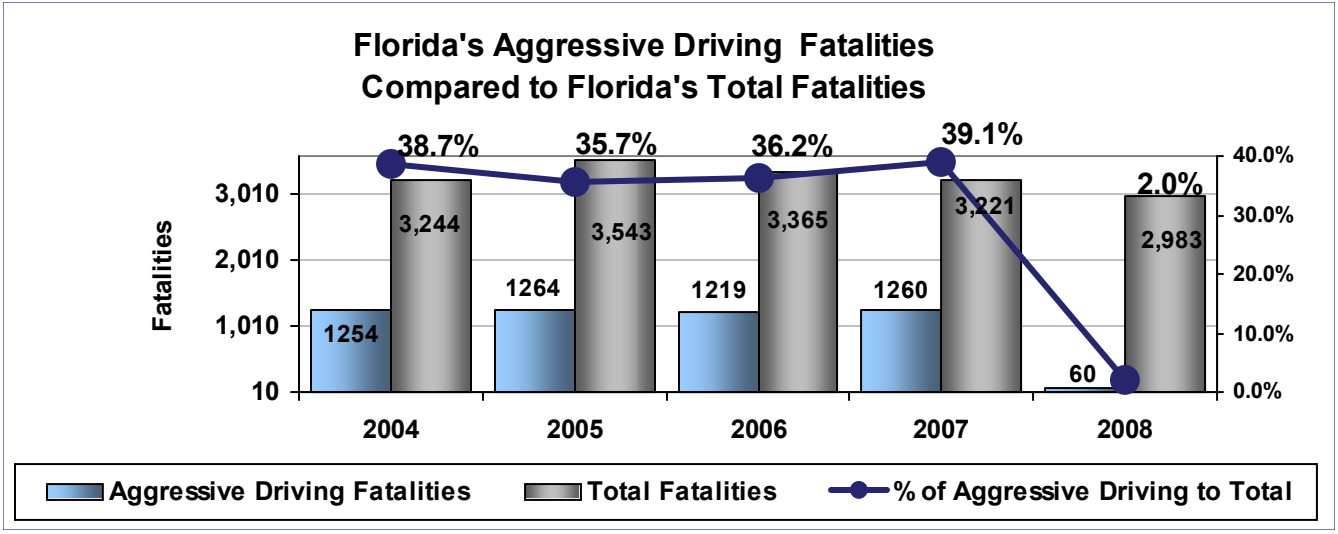
AGGRESSIVE DRIVING

Aggressive driving behaviors include ***any 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 316.193, Florida Statutes (F.S.). The Department funds Aggressive Driving programs utilizing National Highway Traffic Safety Administration (NHTSA) Highway Safety Program Funds. Effective law enforcement and increased training and education are the main strategies employed to curb aggressive driving.

In prior years, the Department reported aggressive driving as any one event of those noted above. The Department has since changed its reporting to be consistent with 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 2% of fatalities, the Department has indicated that it will still focus its funding efforts on reducing the behaviors that cause aggressive driving events.

Aggressive Driving						
Performance Indicator:	Percent of aggressive driving fatalities to total fatalities					
	2003	2004	2005	2006	2007	2008
Aggressive Driving Fatalities	1,111	1,254	1,264	1,219	1,239	60
Total Fatalities	3,169	3,244	3,543	3,365	3,221	2,983
% of Aggressive Driving Fatalities to Total Fatalities	35.1%	38.7%	35.7%	36.2%	38.5%	2.0%

Performance Indicator:	Change in Florida's Aggressive Driving rate compared to the previous year's rate					
	2003	2004	2005	2006	2007	2008
Aggressive Driving Fatalities	1,111	1,254	1,264	1,219	1,239	60
Rate Change From Prior Year	0.0%	3.6%	-3.0%	0.5%	2.2%	-36.5%
% Change From Prior Year	0.0%	10.3%	-7.7%	1.5%	6.2%	-94.8%



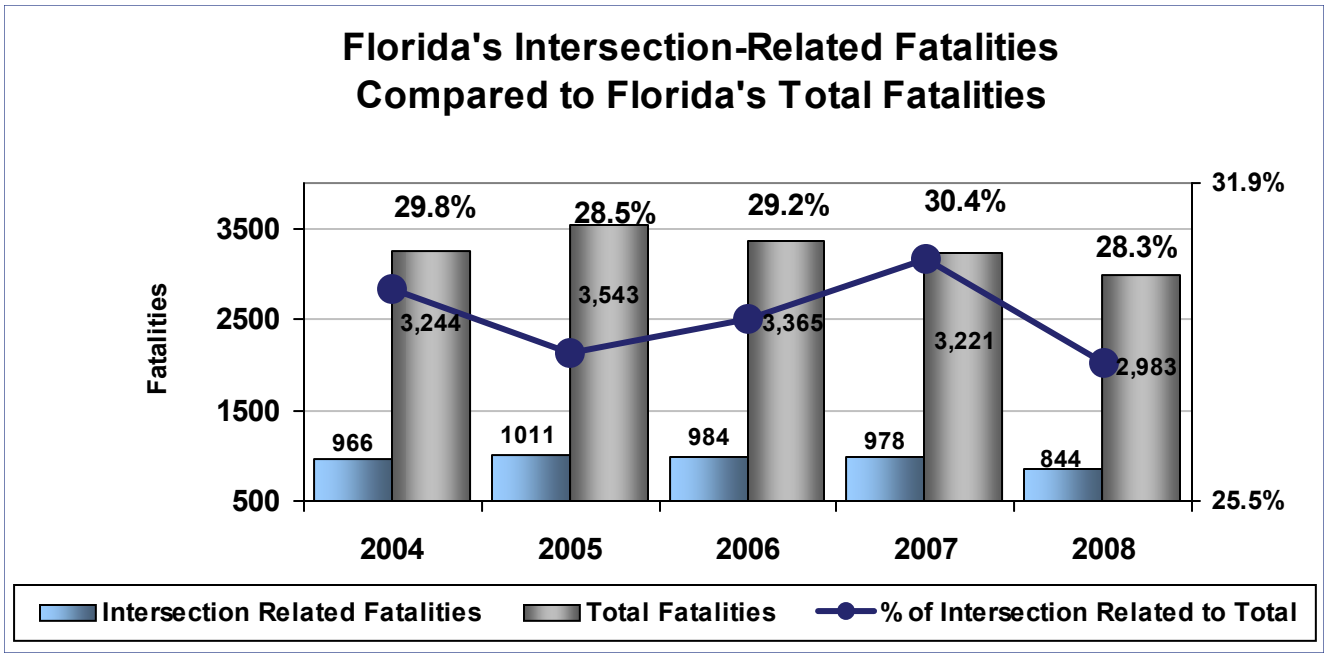
INTERSECTION-RELATED CRASHES

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-related crashes, as a percent of total crashes are at their lowest in six years.

Intersection Related						
Performance Indicator:	Percent of intersection-related fatalities to all fatalities					
	2003	2004	2005	2006	2007	2008
Intersection Related	929	966	1,011	984	978	844
All Florida Fatalities	3,169	3,244	3,543	3,365	3,221	2,983
% of Intersection Related Fatalities to All Florida Fatalities	29.3%	29.8%	28.5%	29.2%	30.4%	28.3%

Performance Indicator:	Change in Florida's intersection-related crash rate compared to the previous year's rate					
	2003	2004	2005	2006	2007	2008
Intersection-Related Fatalities	929	966	1,011	984	978	844
Rate Change From Prior Year	29.3%	0.5%	-1.2%	0.6%	1.1%	-2.1%
% Change From Prior Year	0.0%	1.6%	-3.9%	2.2%	3.8%	-6.8%



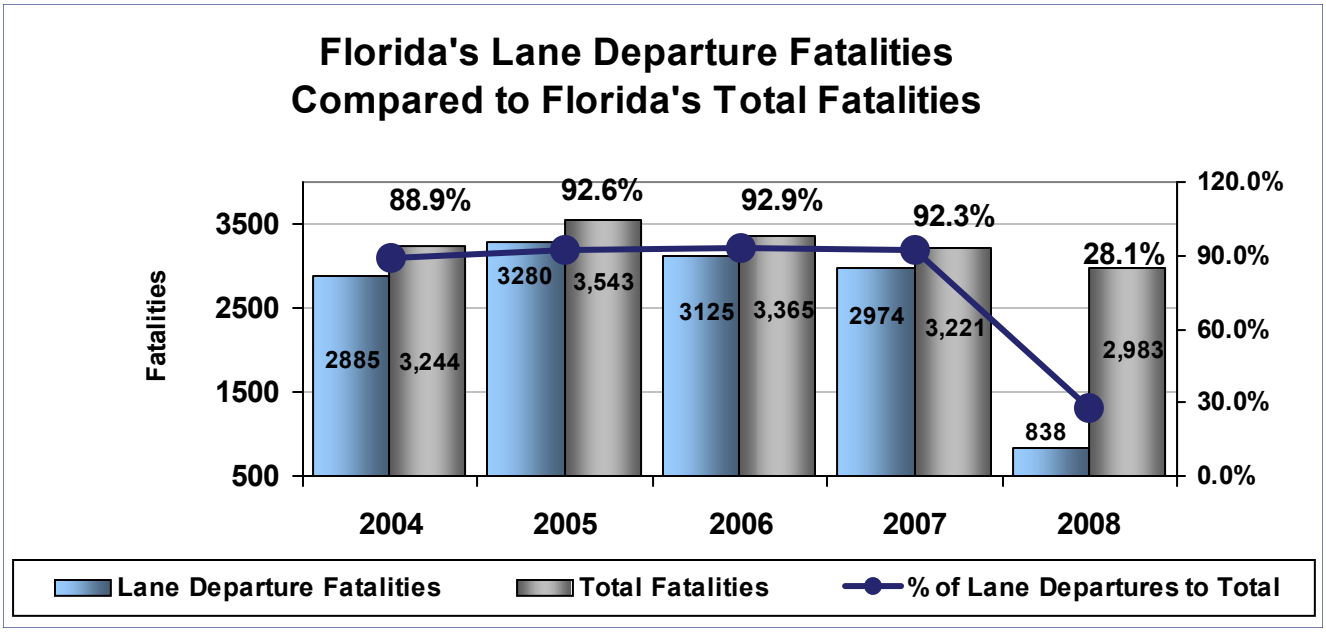
LANE DEPARTURES

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.

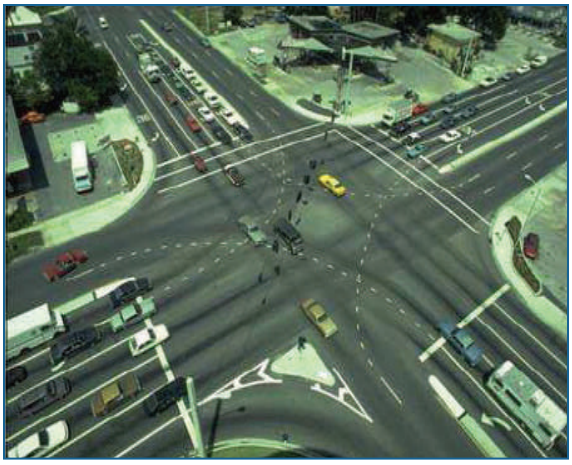
In prior years, lane departures also included any of the above events at or influenced by intersections. Since intersection crashes are a separate measure, events associated with intersections are not included in the 2008 data. Although lane departures now account for only 28% of fatalities, the Department will continue to invest in infrastructure improvements to lessen the occurrence of lane departure fatalities.

Roadway Departure						
Performance Indicator:	Percent of roadway departure fatalities to total fatalities					
	2003	2004	2005	2006	2007	2008
Roadway Departure Fatalities	2,806	2,885	3,280	3,125	2,961	838
Total Fatalities	3,169	3,244	3,533	3,365	3,221	2,983
% of Roadway Departure Fatalities to Total Fatalities	88.5%	88.9%	92.8%	92.9%	91.9%	28.1%

Performance Indicator:	Change in Florida's Roadway Departure rate compared to the previous year's rate					
	2003	2004	2005	2006	2007	2008
Roadway Departure Fatalities	2,806	2,885	3,280	3,125	2,961	838
Rate Change From Prior Year	88.5%	0.4%	3.9%	0.0%	-0.9%	-63.8%
% Change From Prior Year	0.0%	0.4%	4.4%	0.0%	-1.0%	-69.4%



Engineering



Education

Enforcement

Emergency Services

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.

Governors Highway Safety Association

This section is being introduced this year because there will be changes to how the Department will be establishing Safety measures and goals and reporting on the accomplishment of those goals. The formal establishment of measures and goals by the Department will be of importance to the Commission in that there needs to be consistency in the base measures and objectives. Certainly the Commission has the prerogative to establish other measures and objectives and those should be coordinated with the Department.

The following is being provided as background on The Governors Highway Safety Association (GHSA), the new measures being formally established and the initiatives that are being proposed in the new federal authorization bill.

The GHSA is a national, nonprofit association that represents the State Highway Safety Offices of all states, territories, the District of Columbia and Puerto Rico. These agencies are responsible for administering all of the highway safety grant programs authorized under federal surface transportation law that focus on the behavior of drivers and other vulnerable users. GHSA members are appointed by their Governors, as required under the Highway Safety Act of 1966, as amended.

The GHSA has created a 10-point plan for Reauthorizing the Federal Highway Safety Program. The details were discussed and approved by the GHSA Executive Board in June 2008 and the entire membership in September 2008. The recommendations urge Congress to:

1. Maintain a strong federal role in highway safety
2. Develop a national strategic highway safety plan
3. Emphasize performance-based planning
4. Enhance funding for data improvements
5. Streamline grant program administration
6. Enhance flexibility
7. Restructure incentive programs and encourage technological developments through incentives
8. Strengthen state programs through accountability, training and research
9. Strengthen the Strategic Highway Safety Plan requirements
10. Oppose new sanctions but maintain the National Minimum Drinking Age law

Governors Highway Safety Association

1. Maintain a strong federal role in highway safety:

- The federal highway safety programs must continue to be funded out of the Highway Trust fund.
- Federal highway safety programs must continue to be protected by budgetary firewalls as they have been since the Transportation Equity Act of the 21st Century.

2. Develop a National Strategic Highway Safety Plan:

- The U.S., once the world leader in highway safety, is now tenth in the world in terms of highway-related fatalities, according to the World Health Organization.
- The GHSA supports setting a long-term goal of zero motor vehicle deaths.
- The GHSA also supports ***an interim goal of halving motor vehicle-related fatalities by 2030***. This would translate into a reduction of 1,000 fatalities per year.
- In order to achieve such results, the federal government should develop a national highway safety plan that builds upon the goals and strategies identified by states in their Strategic Highway Safety Plans (SHSP's).

3. Emphasize Performance-Based Planning:

- GHSA and the National Highway Traffic Safety Administration (NHTSA) have already identified, by consensus, a common set of performance measures that all levels of government will use in their highway safety planning processes. There are 10 outcome measures, one behavioral measure and three activity measures on which there is agreement.
- States will begin using these first 14 measures in their FY 2010 Highway Safety Plans.
- Further work will be done to develop four additional measures.

Governors Highway Safety Association

The following are the fourteen outcome and behavior measures adopted by the GHSA and NHTSA that will be required to be reported by states beginning with their FY 2010 Highway Safety Plans and Annual Reports.

Traffic Safety Performance Measures:

1. Core Outcome Measures - States will set goals and report progress:

- Number of fatalities (report 3 and 5-year trends)
- Number of serious injuries in traffic crashes
- Fatalities per Vehicle Miles traveled (VMT) (report rural and urban as well as total)
- Number of unrestrained passenger vehicle occupant fatalities
- Number of fatalities involving driver or motorcycle operator with BAC of .08 or above
- Number of speeding-related fatalities
- Number of motorcyclist fatalities
- Number of un-helmeted motorcyclist fatalities
- Number of drivers age 20 or younger involved in fatal crashes
- Number of pedestrian fatalities

2. Core Behavior Measure- States will set goals and report progress

- Observed seat belt use for passenger vehicles

3. **Activity Measures - States will report progress**

- Number of seat belt citations issued during grant-funded enforcement activities
- Number of impaired driving arrests made during grant-funded enforcement activities
- Number of speeding citations issued during grant-funded enforcement activities

Governors Highway Safety Association

4. Enhance Funding for Data Improvements:

- Currently, highway safety information comes from at least six different systems.
- The Section 408 grants are provided to improve highway safety information systems.
- The GHSA encourages an increase from the current $34.5 million in funding to improve states data systems.

5. Streamline Grant Program Administration:

- Currently, there are multiple grant applications and deadlines.
- Half of the incentive grant funding isn't even allocated until the end of the fiscal year
- States are forced to carry over funding until the next year and then criticized for having too much carryover money.
- GHSA encourages Congress to endorse a single grant application and deadline and ensure that all grant funding is allocated on October 1.

6. Enhance Flexibility:

- States do not have any authority to move grant funding between behavioral programs.
- States are not allowed to pool any NHTSA-administered grants.
- A mechanism should be set up to allow states to work together regionally on safety activities without going through a cumbersome transfer process.
- States may already pool funds under the federal-aid highway program and the same philosophy should be adopted for the 402 and other behavioral grant funds.

7. Restructure incentive programs and encourage technological developments through incentives:

- New emphasis should be placed on technological advances such as ignition interlock devices and automated enforcement.
- Refocus on countermeasures that work such as high visibility enforcement, DUI courts and judicial education.
- Combine the 405, 406 and 2011 programs into one occupant protection program.

Governors Highway Safety Association

8. Strengthen State Programs through Accountability, Training and Research:

- NHTSA conducts management reviews and special management reviews of states. The GHSA finds that these reviews identify issues on which states need improvement and the GHSA supports continuing these reviews.
- The GHSA recommends an increase in the research budget to improve the effectiveness of countermeasures (only 34 of 104 were found to be effective).

9. Strengthen the Strategic Highway Safety Plan (SHSP) Requirements:

- GHSA recommends that states be required to update their SHSP at least once in between authorizations (ensure the SHSP is a "living" document).
- GHSA recommends that the Safe Routes to School (SRTS) program be more closely aligned with the SHSP planning process (be part of the SHSP update process).
- Where pedestrian safety is an issue, the SRTS coordinators should be encouraged to collaborate in the development and implementation of non-infrastructure programs.
- States should be allowed to flex up to 25% of their safety funds if they have a demonstrated need (limited to 10% only if unmet rail crossing needs are satisfied).

10. Oppose New Sanctions but Maintain the National Minimum Drinking Age:

- States are subject to seven safety related sanctions (Minimum Drinking Age, drug offenders, use of seat belts, zero tolerance for minors, open container, repeat offender and .08 BAC).
- Evidence on the effectiveness of sanctions is mixed.
- Sanctions involving impaired driving have been successful, while those involving motorcycles or maximum speed limit have not.
- Sanctions that have public support are more successful than those that do not.

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. (2008 data available in the fall of 2009). For Calendar Year 2008:

- **Total Highway Fatalities**:

⇒ State mileage death rate decreased to 1.50 deaths per 100 million vehicle miles traveled (VMT) in 2008 but is 18% higher than the national average.

⇒ Traffic fatalities in 2008 decreased approximately 7.4% (238 fatalities) from 2007 when 3,221 died on Florida highways. This is the third consecutive year that traffic fatalities have decreased.

- **Car and Truck Occupants**: The fatality rate fell to .92 per 100 million VMT and is 1.1% above the national average of .91 (first time in 3 years).
- **Motorcyclists**: The fatality rate declined to 89.4 per 100,000 registered motorcycles and is 27.2% above (29.5% in 2007) the national average of 70.3.
- **Pedestrians**: The fatality rate declined by 5.9% to 2.67 per 100,000 population, however, the Florida rate increased to 85.4% above the national average of 1.44.
- **Bicyclists/Pedalcyclists**: The fatality rate declined to .63 per 100,000 population (from .65 in 2007) and declined to 166.4% (from 179.9%) above the national average of .24.
- **Occupant Protection**: The use of occupant safety restraints increased to 81.7% and the fatality rate of those unrestrained decreased (to .55 per 100 million VMT).
- **Young Drivers**: The fatal crash rate for drivers under age 25 declined to 4.22 per 10,000 licensed drivers, and declined to 89.7% above the national average.
- **Alcohol-Related**: The fatal crash rate declined by less than 1% to 1,073 fatal crashes. Alcohol-related crashes account for 38.8% 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.

Results: The Department did not meet its stated goal of a 5% reduction in the fatality rate as stated in the SHSP. The number of fatalities fell by 7.4% (238) but the VMT fell by 3.4%, offsetting much of the gain in the reduction in fatalities. As a result, Florida's fatality rate rose to 18% above the national average.

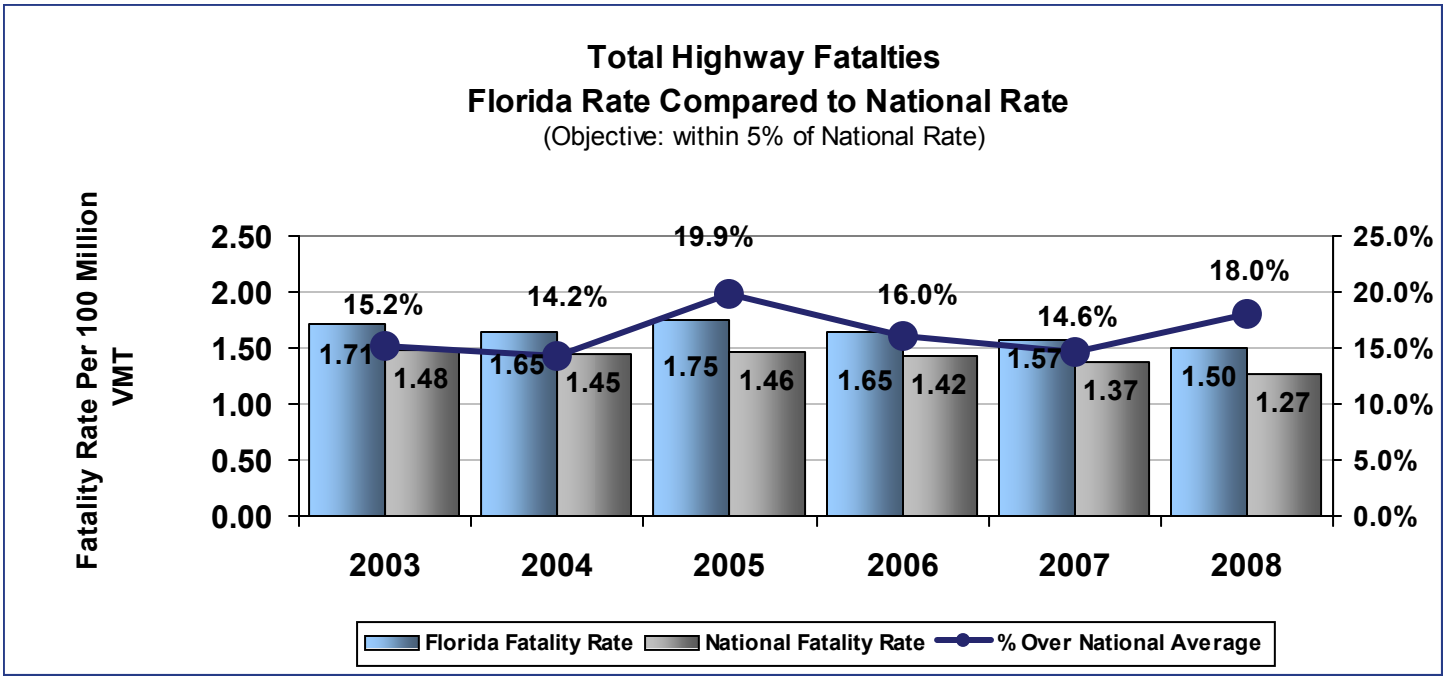
A forward looking analysis indicates that with a 5% annual reduction in fatalities, the Florida fatality rate may reach 1.30 per 100 million VMT but the rate will not be within 5% of the national rate.

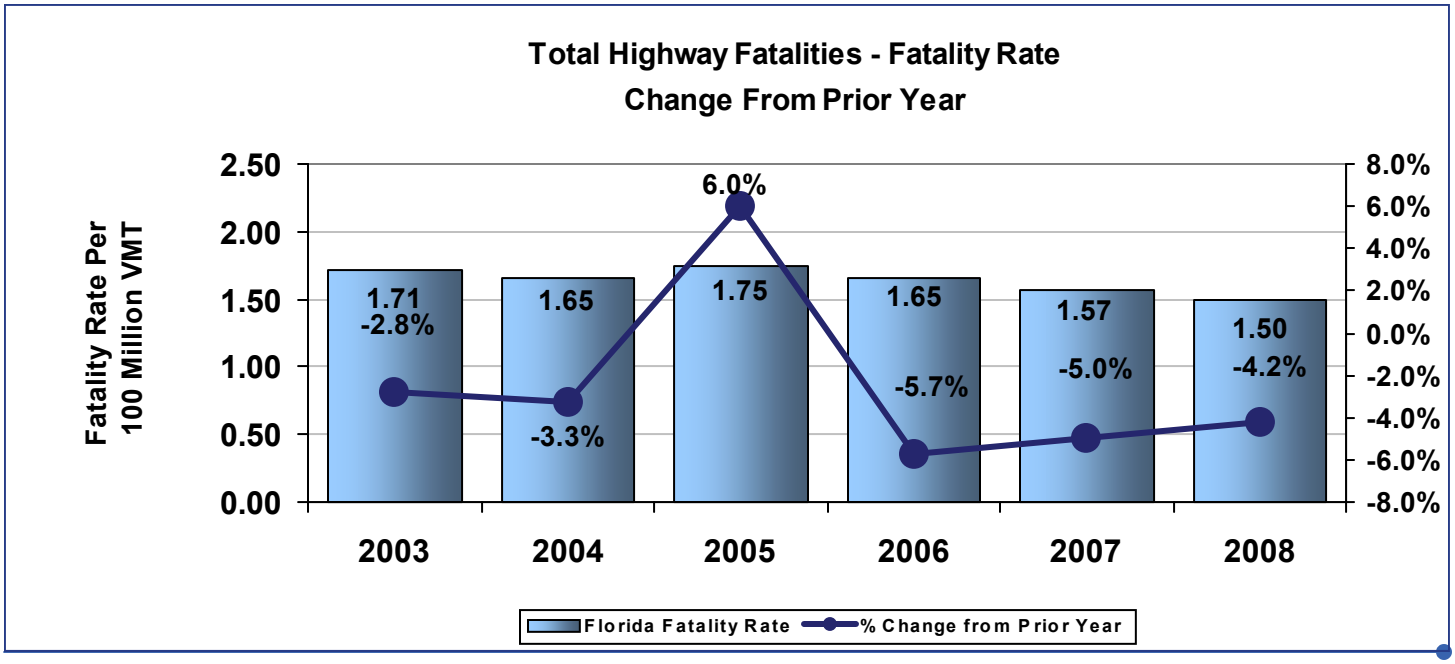
Secondary Measure:	Florida's highway fatality rate per 100 million vehicle miles traveled (VMT) compared to the national highway fatality rate					
	2003	2004	2005	2006	2007	2008
Florida Fatality Rate	1.71	1.65	1.75	1.65	1.57	
National Fatality Rate	1.48	1.45	1.46	1.42	1.36	1.27
% Florida over National Rate	15.2%	14.2%	20.3%	16.5%	15.1%	18.0%
	Short range Objective: By 2011, reduce Florida's highway fatality rate on all public roads to within 5% of the national highway fatality rate					

Secondary Measure:	Florida's highway fatality rate per 100 million vehicle miles traveled (VMT) compared to the previous year's rate					
	2003	2004	2005	2006	2007	2008
Florida Fatality Rate	1.71	1.65	1.75	1.65	1.57	
Rate Change from Prior Year	-0.05	-0.06	0.10	-0.10	-0.08	-0.07
% Change from Prior Year	-2.8%	-3.3%	6.0%	-5.7%	-5.0%	-4.2%
	Short Range Objective: By 2011, reduce Florida's highway fatality rate on all public roads to or below 1.30 fatalities per 100 million VMT					

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 occupant fatalities fell 189 or 6.2% in 2008. Although that is a significant drop in fatalities, the Florida rate rose to 1.1% above the national average. But it should be observed that the performance in this area has improved each year since 2005 and is 22% below the rate for 2003.

A forward looking analysis shows that an 8% annual reduction in the fatality rate will be required to meet the stated goals by 2011.

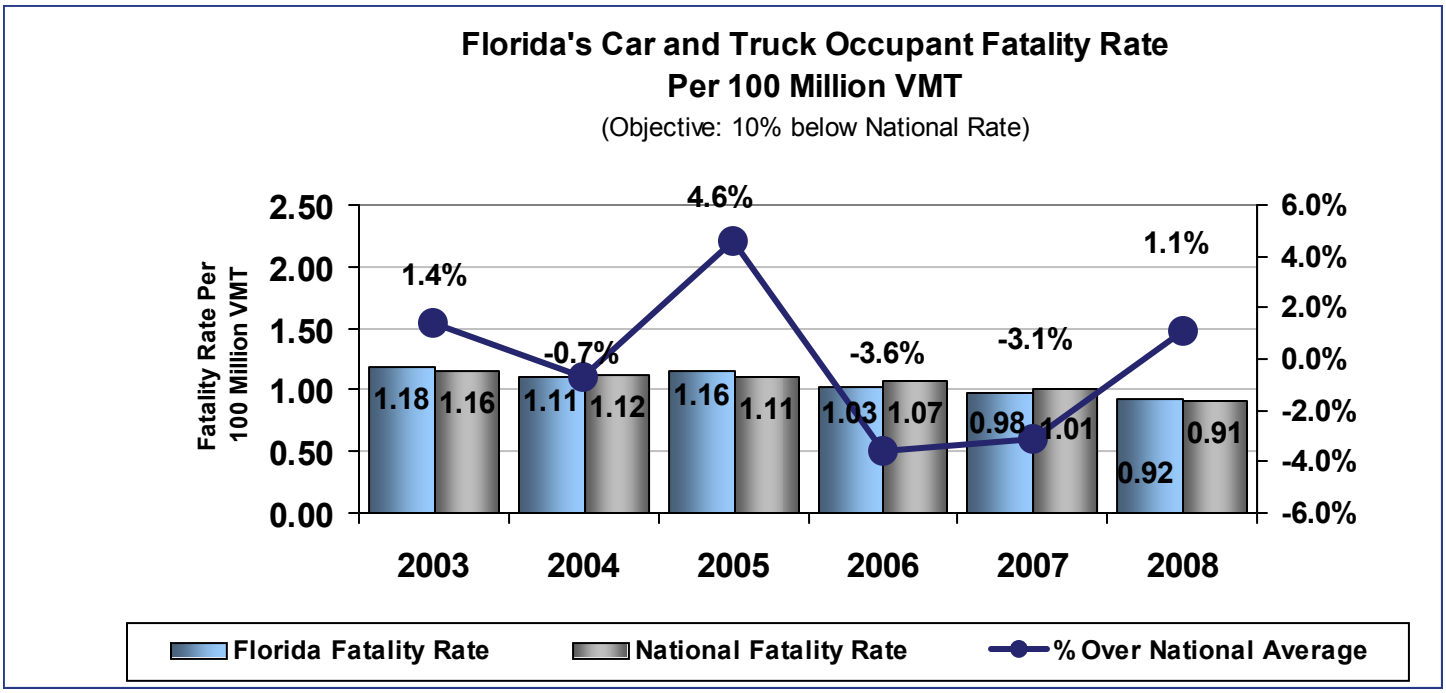
CAR AND TRUCK OCCUPANTS—FATALITY RATE— FLORIDA RATE COMPARED TO NATIONAL RATE

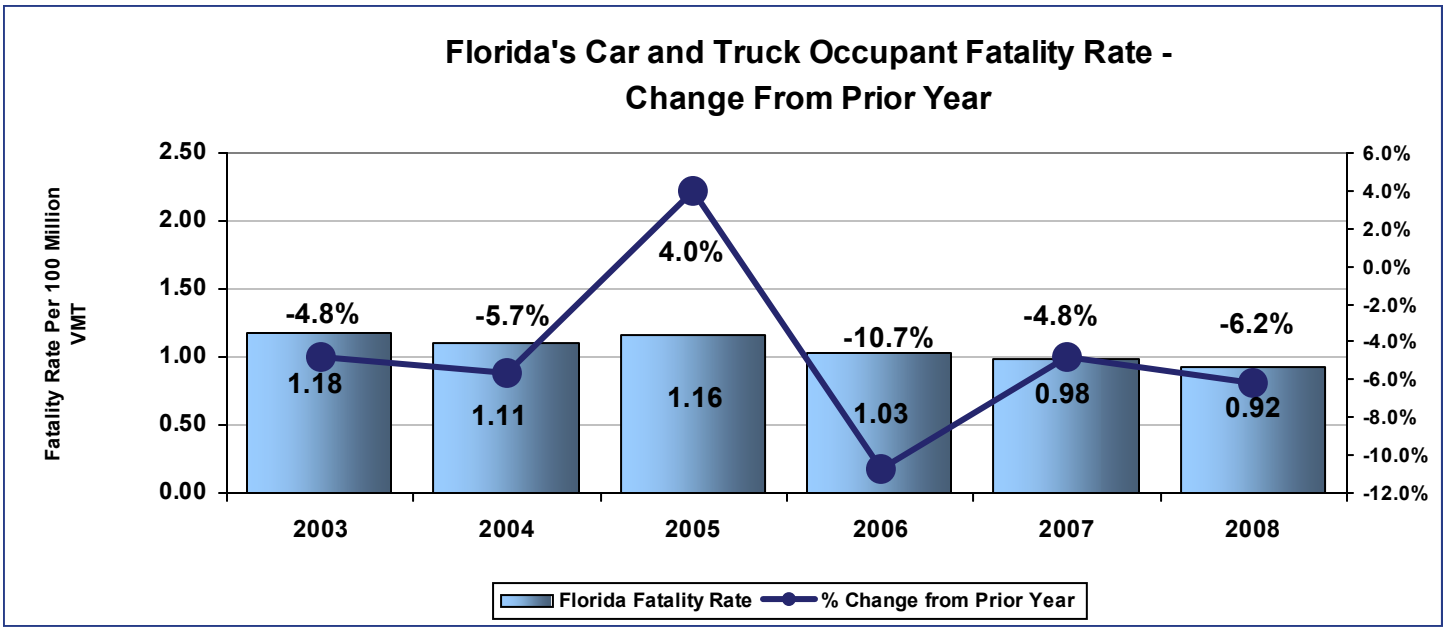
Performance Indicator:	Florida's car and truck occupant fatality rate per 100 Million vehicle miles traveled (VMT) compared to the national car and truck occupant fatality rate					
	2003	2004	2005	2006	2007	2008
Florida Fatality Rate	1.18	1.11	1.16	1.03	0.98	0.92
National Fatality Rate	1.16	1.12	1.11	1.07	1.01	0.91
% Florida over National Rate	1.4%	-0.7%	4.6%	-3.1%	-2.4%	1.1%
	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					

Performance Indicator:	Florida's car and truck occupant fatality rate per 100 million vehicle miles traveled (VMT) compared to the previous year's rate					
	2003	2004	2005	2006	2007	2008
Florida Fatality Rate	1.18	1.11	1.16	1.03	0.98	
Rate Change from Prior Year	-0.06	-0.07	0.04	-0.12	-0.05	-0.06
% Change from Prior Year	-4.8%	-5.7%	4.0%	-10.7%	-4.8%	-6.2%
	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 each subsequent year.





MOTORCYCLISTS FATALITY RATE

OVERVIEW:

Motorcycle fatalities in 2008 dropped by 18 from 2007. The fatality rate fell measurably due to an increase in registrations.

A forward looking analysis indicates that meeting the stated objective of 70 fatalities per 100,000 registered motorcycles will not be attained unless there is an 8% annual reduction in the fatality rate.

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.

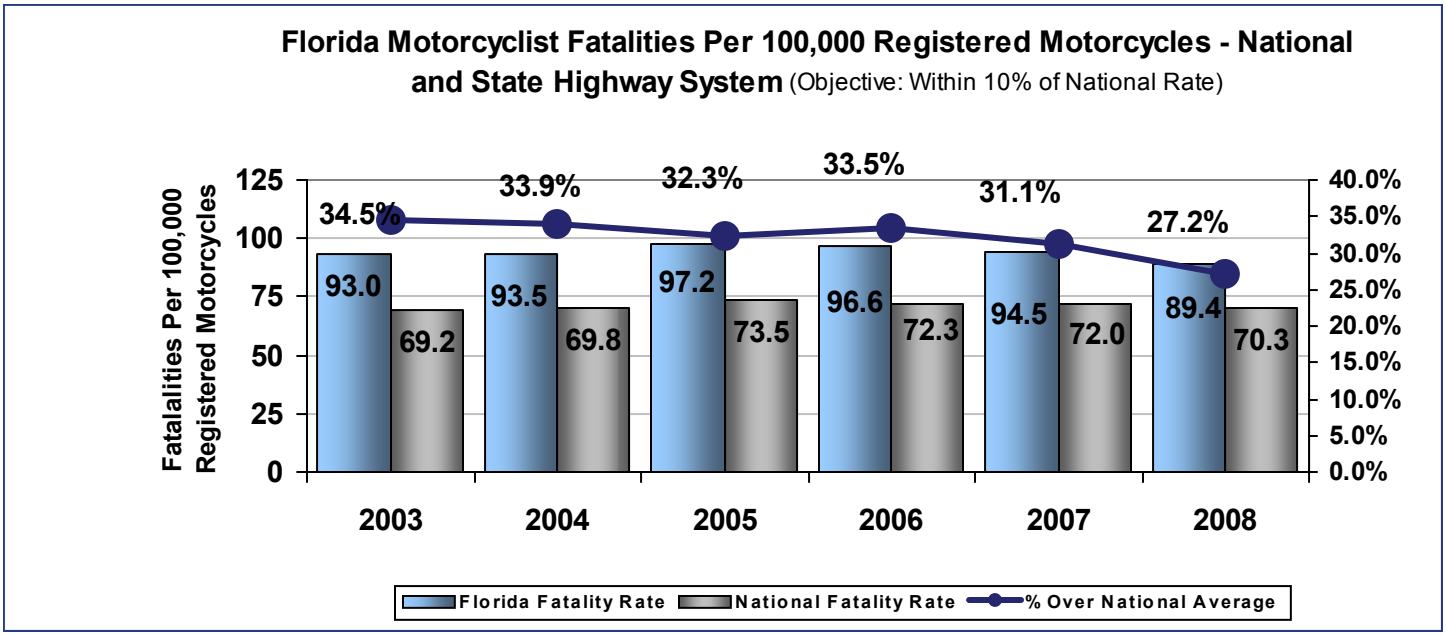
FLORIDA RATE COMPARED TO NATIONAL RATE

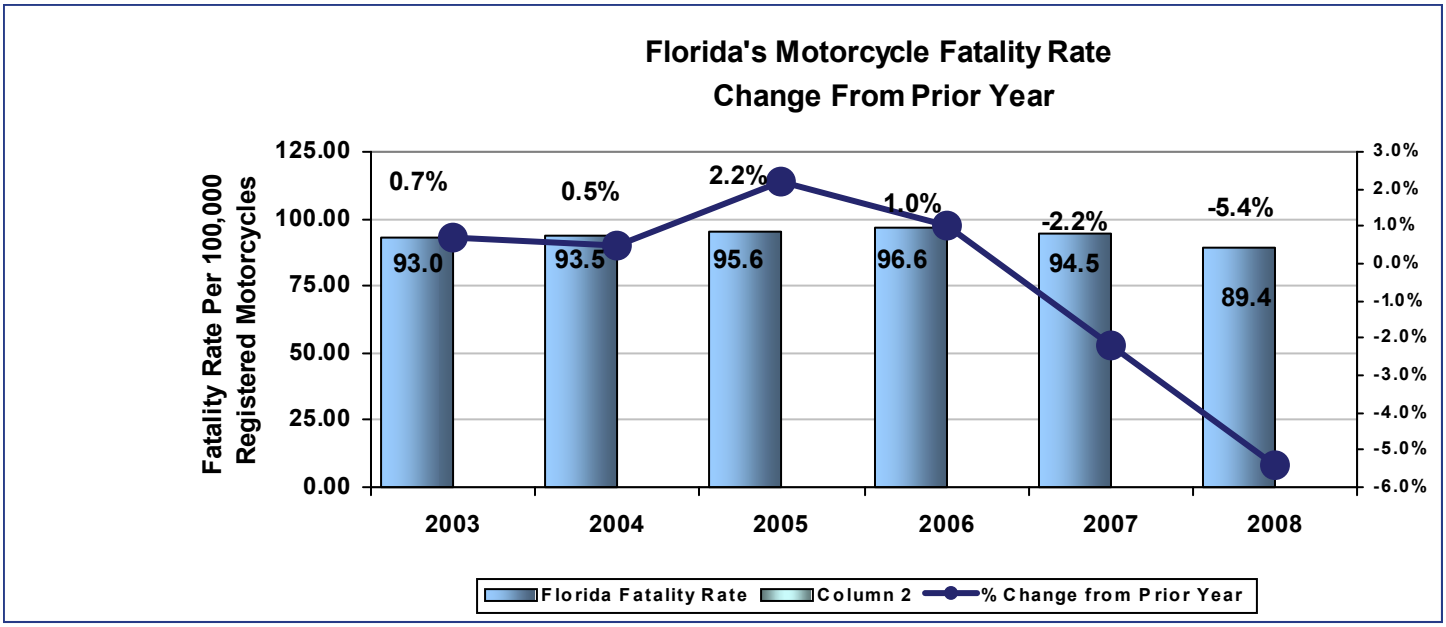
Performance Indicator:	Florida's motorcyclist fatality rate per 100,000 registered motorcycles compared to the national motorcyclist fatality					
	2003	2004	2005	2006	2007	2008
Florida Fatality Rate	93.01	93.52	95.60	96.55	94.47	89.41
National Fatality Rate	69.16	69.83	73.48	72.34	72.94	70.30
% Florida over National Rate	34.5%	33.9%	30.1%	33.5%	29.5%	27.2%
	Short Range Objective: By 2011, reduce Florida's motorcyclist fatality rate to within 10% of the national motorcyclist fatality rate					

Performance Indicator:	Florida's motorcyclist fatality rate per 100,000 registered motorcycles compared to the previous year's rate					
	2003	2004	2005	2006	2007	2008
Florida Fatality Rate	93.01	93.52	95.60	96.55	94.47	89.41
Rate Change from Prior Year	0.7	0.5	2.1	1.0	-2.1	-5.1
% Change from Prior Year	0.7%	0.5%	2.2%	1.0%	-2.2%	-5.4%
	Short Range Objective: By 2011, reduce Florida's motorcyclist fatality on all public roads to or below 70.0 fatalities per 100,000 registered motorcycles					

MOTORCYCLISTS FATALITY RATE

There were 18 fewer motorcycle fatalities in 2008. This marks the first decline in fatalities since 2006. The Florida rate is at its lowest against the national rate and has declined by 38% since 2001.





PEDESTRIANS FATALITY RATE

OVERVIEW:

Pedestrian fatalities decreased in 2008 by 5.3% from those reported in 2006 (502 compared to 530, a decrease of 28). 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 46% of traffic crashes that involved pedestrians. Of the 502 pedestrians killed in traffic crashes in 2008, 182 (36.3%) had been drinking (a decrease of 16.5%).

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

There were 28 fewer pedestrian fatalities in Florida in 2008 and the fatality rate declined to 2.67 per 100,000 population. Though the Florida rate declined in 2008 it rose to 85.4% above the national average.

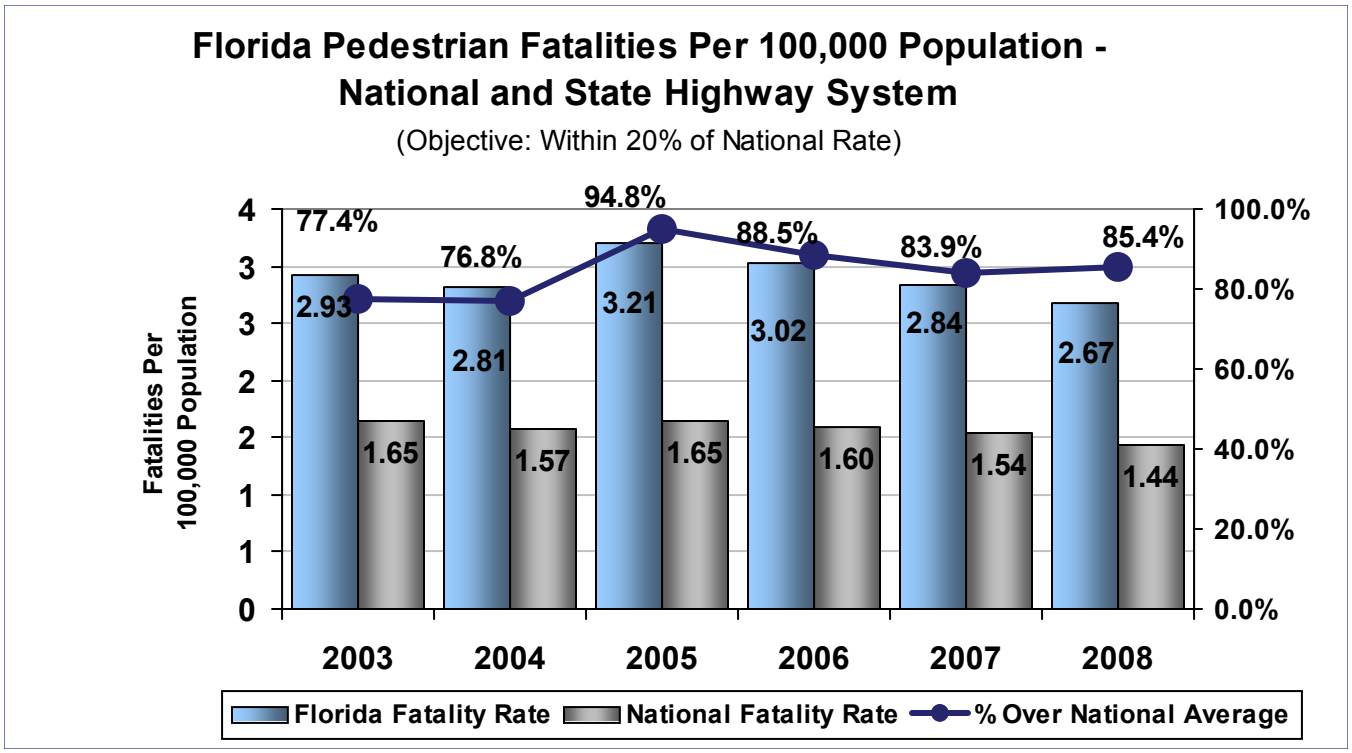
In January, 2009, the Commission challenged the Department to achieve a 10% annual reduction in pedestrian fatalities. The challenge was to achieve a goal of no more than 1.6 pedestrian fatalities per 100,000 population. A forward looking analysis indicates that an annual reduction in the pedestrian fatality rate will have to exceed 10% in order to meet the challenge and attain the goal.

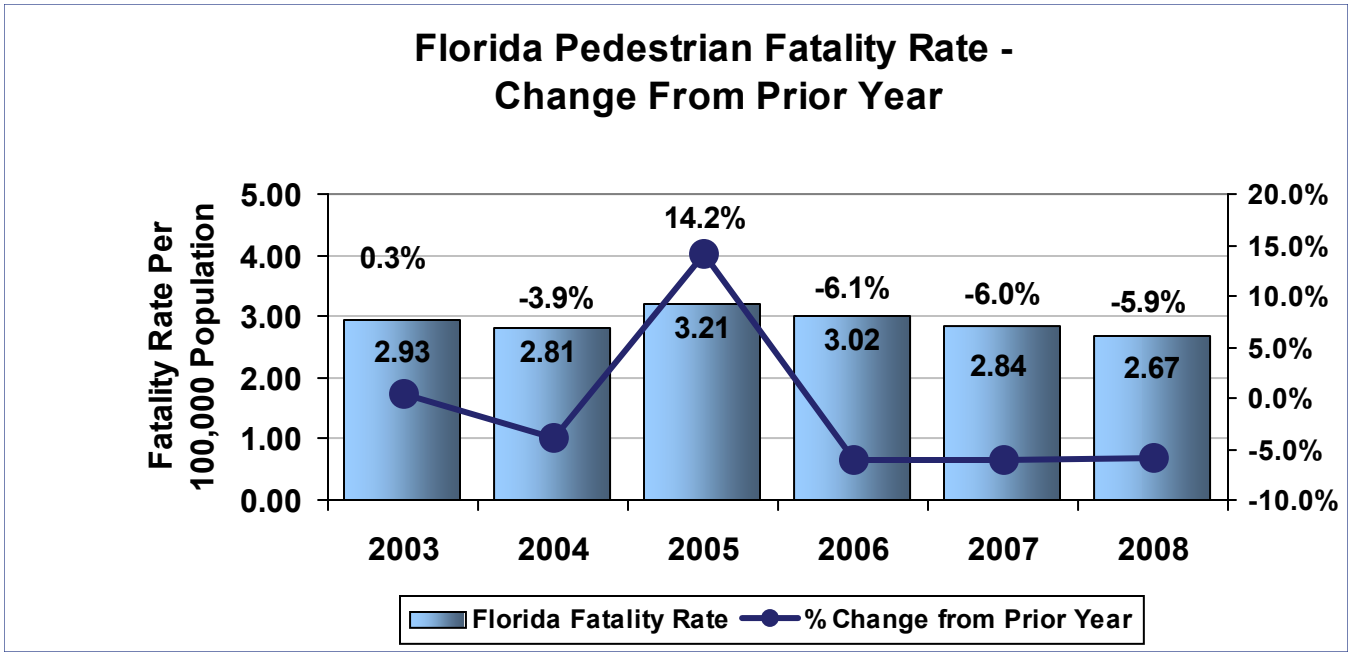
FLORIDA RATE COMPARED TO NATIONAL RATE

Performance Indicator:	Florida's pedestrian fatality rate per 100,000 population compared to the national pedestrian fatality rate					
	2003	2004	2005	2006	2007	2008
Florida Fatality Rate	2.93	2.81	3.21	3.02	2.84	2.67
National Fatality Rate	1.65	1.59	1.65	1.60	1.56	1.44
% Florida over National Rate	77.4%	76.8%	94.8%	88.5%	82.1%	85.4%
	Short Range Objective: By 2011, reduce Florida's pedestrian fatality rate on all public roads to within 20% of the national pedestrian fatality rate					

Performance Indicator:	Florida's pedestrian fatality rate per 100,000 population compared to the previous year's rate					
	2003	2004	2005	2006	2007	2008
Florida Fatality Rate	2.93	2.81	3.21	3.02	2.84	2.67
Rate Change from Prior Year	0.0	-0.1	0.4	-0.2	-0.2	-0.2
% Change from Prior Year	0.3%	-3.9%	14.2%	-6.1%	-6.0%	-5.9%
	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 3.1% in 2008 from those reported in 2007 (from 121 to 118, a decrease of 3). 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 2008, it has continued to remain well above the national average.

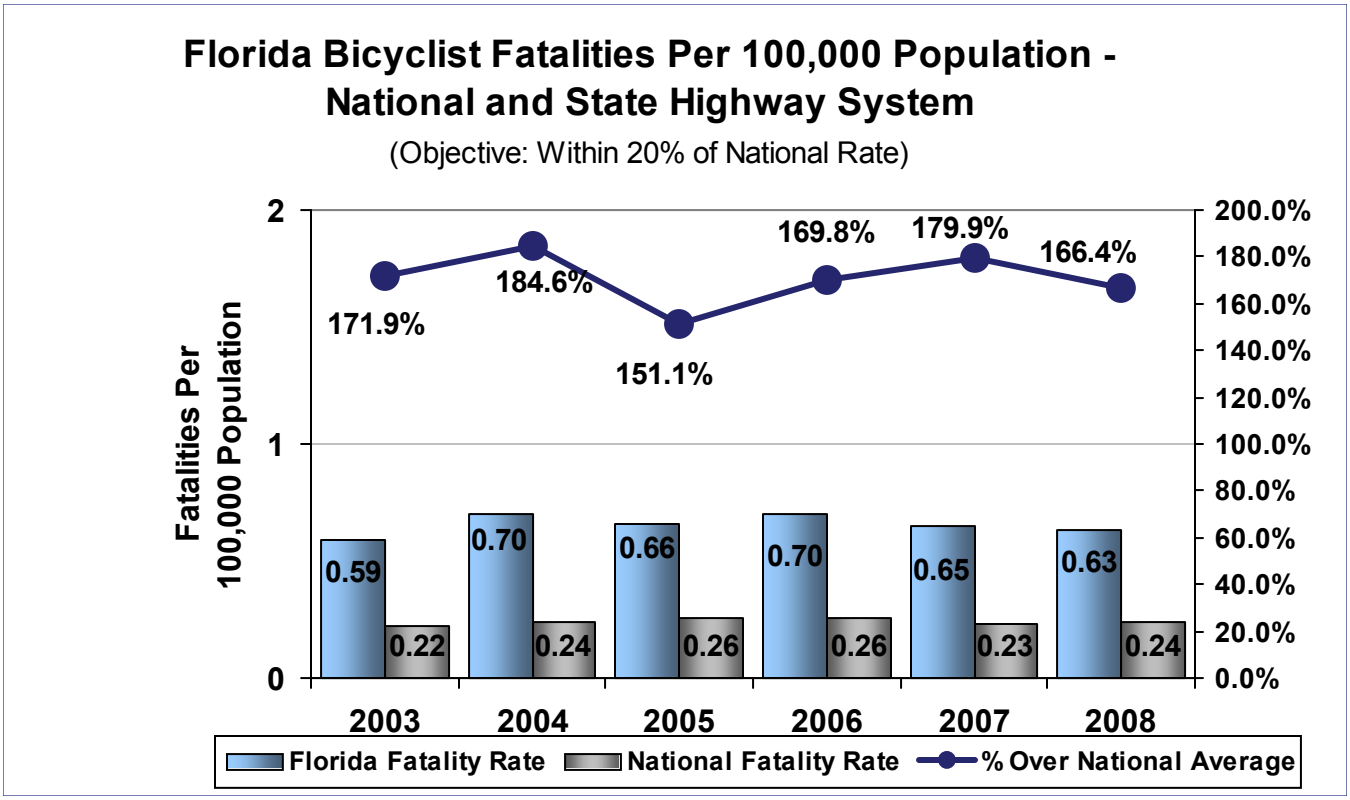
In January, 2009, the Commission challenged the Department to achieve a 10% annual reduction in bicyclist fatalities. The challenge was to achieve a goal of no more than .4 bicyclist fatalities per 100,000 population. A forward looking analysis indicates that an annual reduction of greater than 10% will be required to meet the challenge and attain the goal.

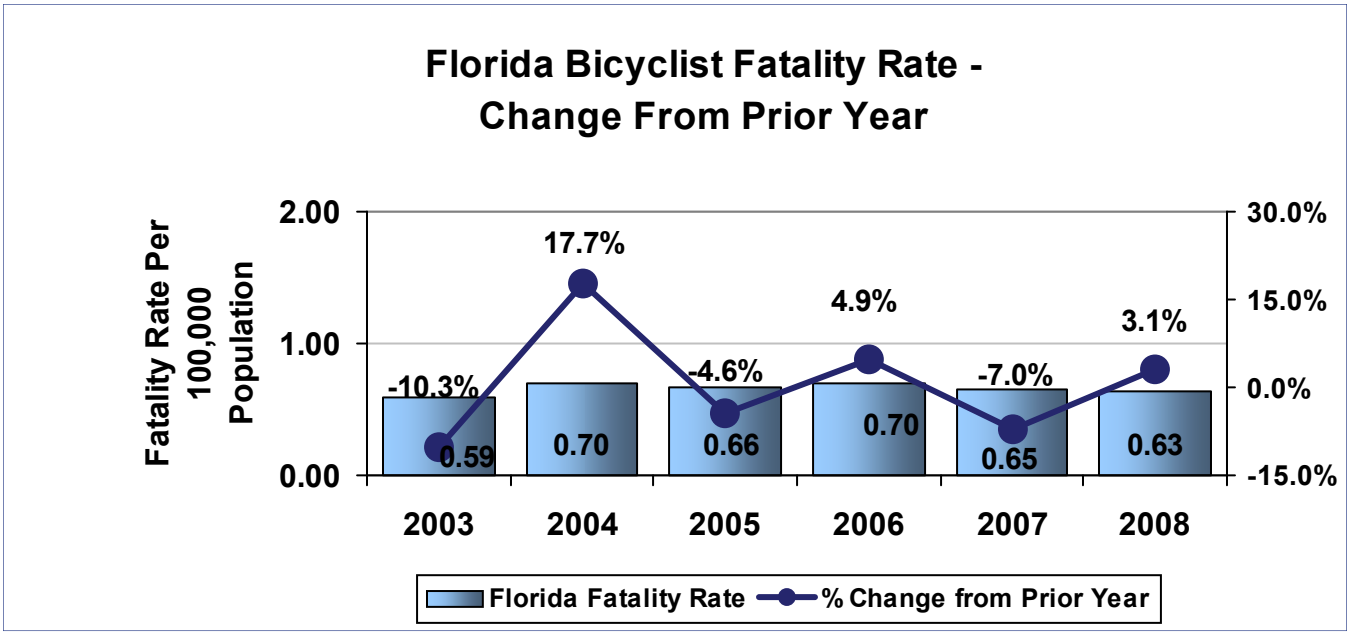
Bicyclists—Fatality Rate—Florida Rate Compared to National Rate

Performance Indicator:	Florida's bicyclist fatality rate per 100,000 population compared to the national bicyclist fatality rate					
	2003	2004	2005	2006	2007	2008
Florida Fatality Rate	0.59	0.70	0.66	0.70	0.65	0.63
National Fatality Rate	0.22	0.25	0.27	0.26	0.23	0.24
% Florida over National Rate	171.9%	183.8%	150.5%	169.5%	179.9%	166.4%
	Short Range Objective: By 2011, reduce Florida's bicycle fatality rate on all public roads to within 50% of the national bicycle fatality rate					

Performance Indicator:	Florida's bicyclist fatality rate per 100,000 population compared to the previous year's rate					
	2003	2004	2005	2006	2007	2008
Florida Fatality Rate	0.59	0.70	0.66	0.70	0.65	0.63
Rate Change from Prior Year	-0.07	0.10	-0.03	0.03	-0.05	-0.02
% Change from Prior Year	-10.3%	17.7%	-4.6%	4.9%	-7.0%	-3.1%
	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 9.7% in 2008 as compared to 2007 (from 1,201to 1,085, a decrease of 116). Safety belt usage increased to 81.7% (from 79.1% in 2007).

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

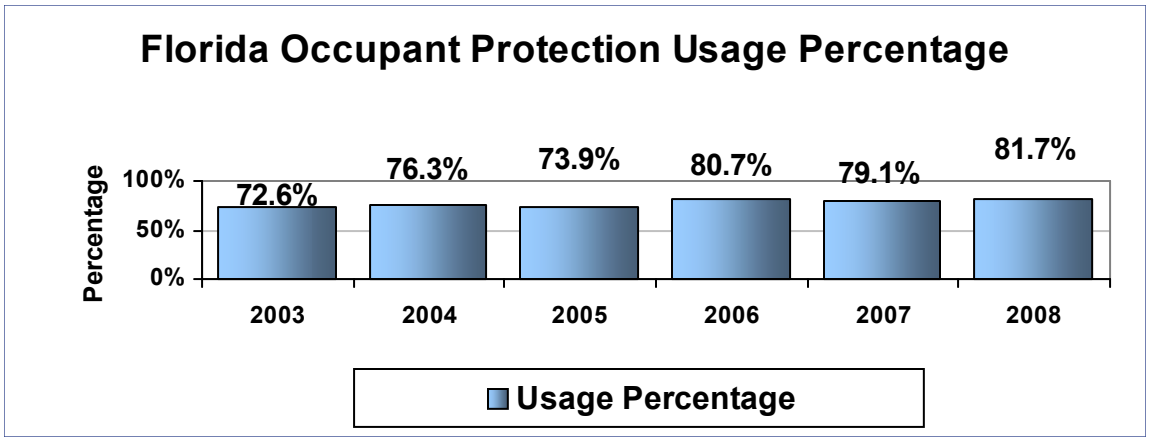
The Florida legislature passed, and the Governor signed into law, a Primary Seat Belt Law in 2009. The Department will receive an estimated one time funding increase of $35.5 million. Florida has also been advised that it will receive an additional $3 million as its pro rata share of incentive funds not awarded to states due to their inability to pass legislation by the June 2009 deadline. Department management determined that $1 million of these funds would be utilized on safety belt behavioral programs and the rest will be utilized on infrastructure safety

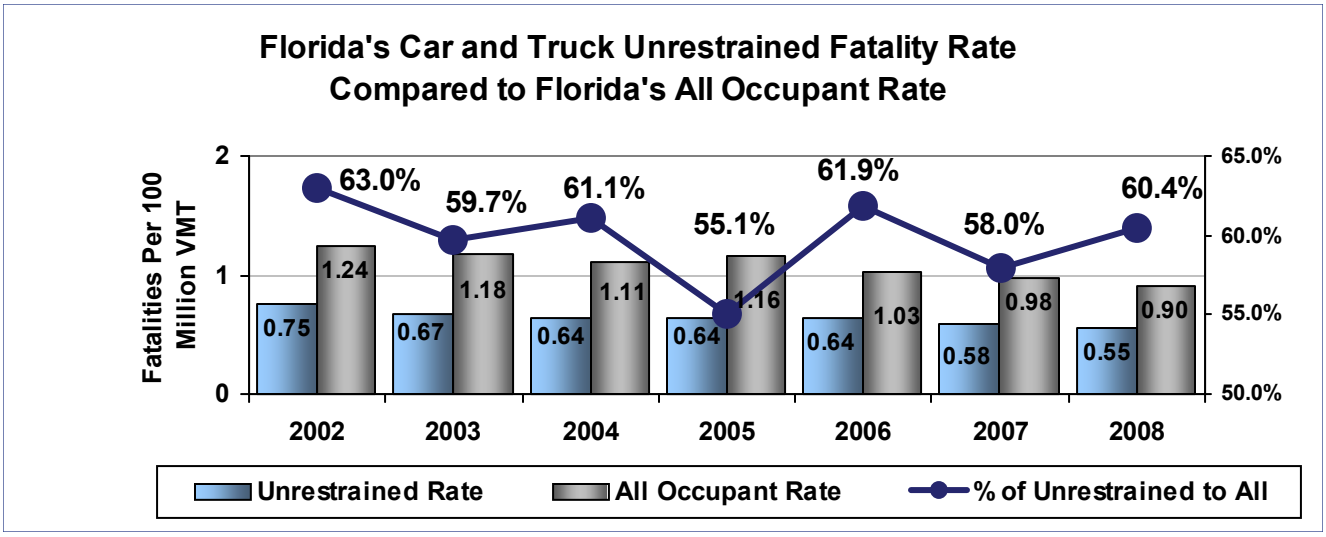
Performance Indicator:	Florida Occupant Protection Usage Percentage					
	2003	2004	2005	2006	2007	2008
% of Usage	72.6%	76.3%	73.9%	80.7%	79.1%	81.7%

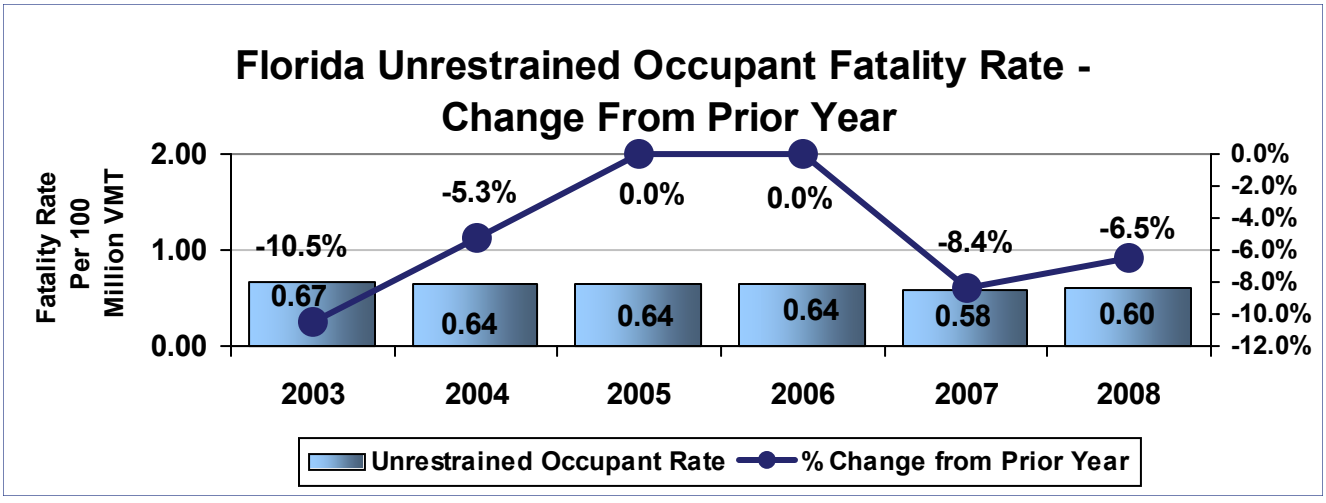
Performance Indicator:	Florida's car and truck unrestrained occupant fatality rate per 100 Million vehicle miles traveled (VMT) compared to Florida's car and truck all occupant fatality rate					
	2003	2004	2005	2006	2007	2008
Florida Unrestrained Car & Truck Occupant Fatality Rate	0.67	0.64	0.64	0.64	0.58	0.55
Florida Car & Truck Occupant Fatality Rate	1.12	1.04	1.16	1.03	0.98	0.90
% Unrestrained to All	59.7%	61.1%	55.1%	61.9%	59.5%	60.4%

Performance Indicator:	Florida's car and truck occupant fatality rate compared to the previous year's rate					
	2003	2004	2005	2006	2007	2008
Florida Unrestrained Car & Truck Occupant Fatality Rate	0.67	0.64	0.64	0.64	0.58	0.55
Rate Change From Prior Year	-0.08	-0.04	0.00	0.00	-0.05	-0.04
% Change From Prior Year	-10.5%	-5.3%	0.4%	0.1%	-8.4%	-6.5%

OCCUPANT PROTECTION USAGE AND FATALITY RATE







YOUNG DRIVERS FATAL CRASH RATE

OVERVIEW:

Fatal crashes involving young drivers (under the age of 25) decreased by 14.8% in 2008 compared to 2007 (from 1,036 to 878, a decrease of 158). 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 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. 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.

Young driver fatal crashes decreased 15.3% in 2008 while fatal crashes of older drivers decreased by 3.2%.

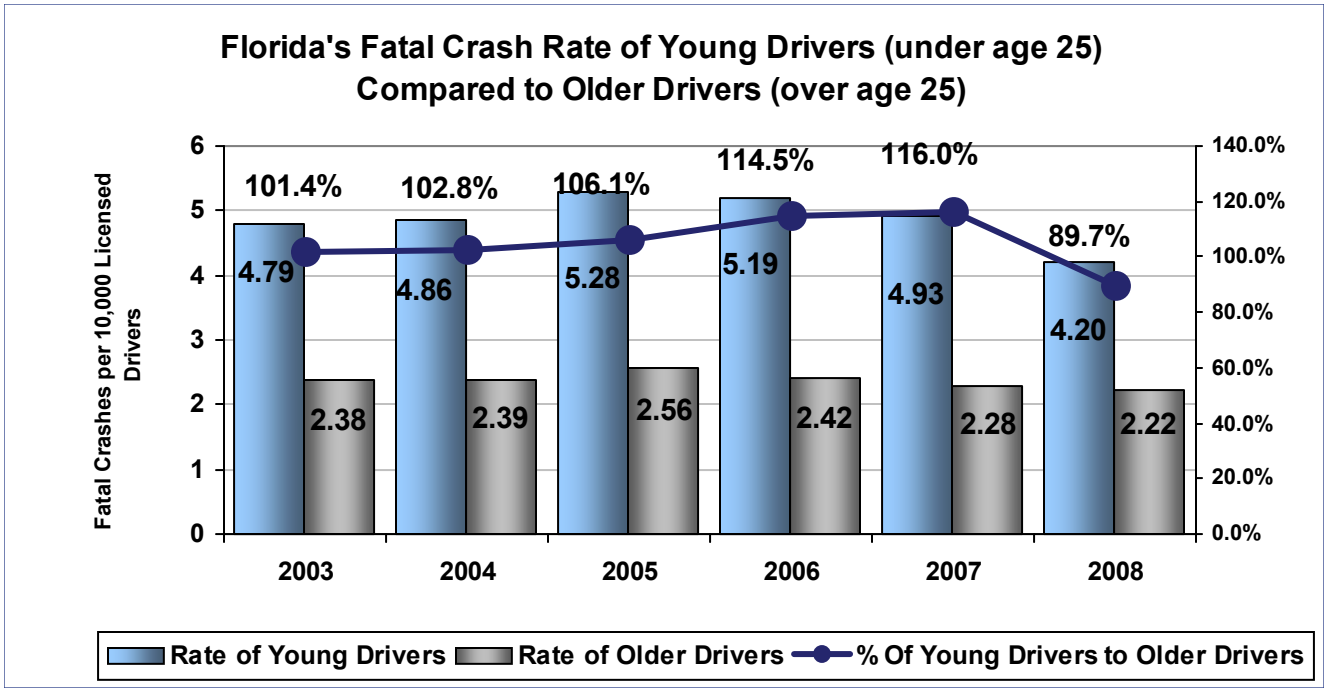
In January 2009, the Commission adopted a resolution challenging the Department to "reduce the rate of fatal crashes by young drivers (under 25 years of age) to no more than 50% above the rate of drivers 25 years and older" by 2011. The performance of 2008 will have to continue at such a pace in order to meet this challenge.

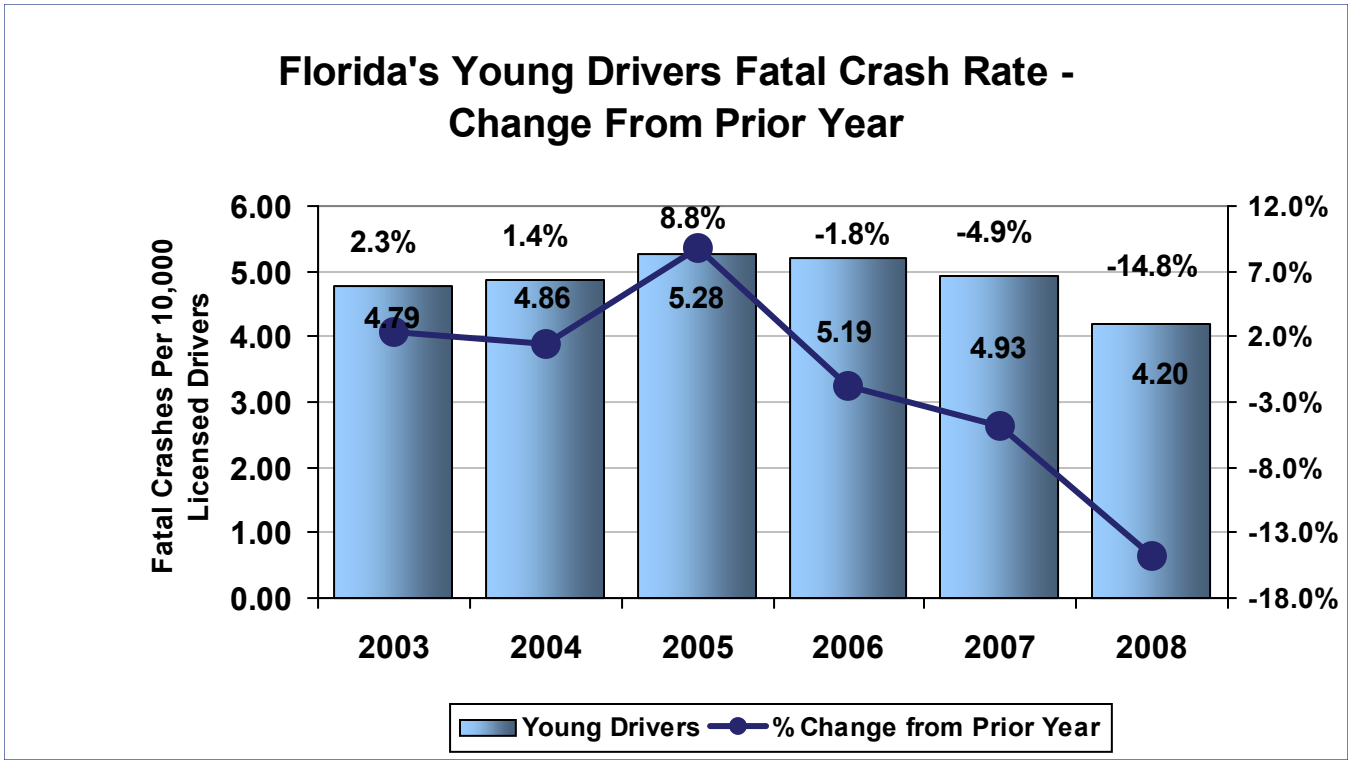
FLORIDA FATAL CRASH RATES

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					
	2003	2004	2005	2006	2007	2008
Rate of Young Drivers Involved in Fatal Crashes	4.79	4.86	5.28	5.19	4.93	4.20
Rate of Drivers 25 and Older Involved in Fatal Crashes	2.38	2.39	2.56	2.42	2.28	2.22
% of Young Drivers Over Drivers Aged 25 and Older	101.4%	102.8%	106.1%	114.2%	116.0%	89.7%

Performance Indicator:	Rate per 10,000 licensed drivers of young drivers (under age 25) involved in fatal crashes compared to previous year's rate					
	2003	2004	2005	2006	2007	2008
Rate of Young Drivers Involved in Fatal Crashes	4.79	4.86	5.28	5.19	4.93	4.20
Rate Change From Prior Year	0.11	0.07	0.43	-0.10	-0.25	-0.73
% Change From Prior Year	2.3%	1.4%	8.8%	-1.8%	-4.9%	-14.8%

YOUNG DRIVERS FATAL CRASH RATE





ALCOHOL-RELATED FATAL CRASH RATE

OVERVIEW:

The percent of alcohol-related fatal crashes increased by .8% in 2008 compared to 2007. Although alcohol-related fatal crashes declined (from 1,119 to 1,073) by 4%, total fatal crashes declined by 6.2%. Alcohol-related fatal crashes are not just restricted to passenger vehicles; fatal crashes also involve impaired motorcyclists, bicyclists, and pedestrians. Although the number of alcohol-related fatal crashes has declined steadily since 2005, the percent of alcohol -related fatal crashes compared to total fatal crashes has continued to increase.

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:

- 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

In January 2009, the Commission also challenged the Department to reduce alcohol-related fatal crashes to less than 30% of total crashes. In order to achieve this objective, alcohol-related crashes will need to decline by 10% annually.

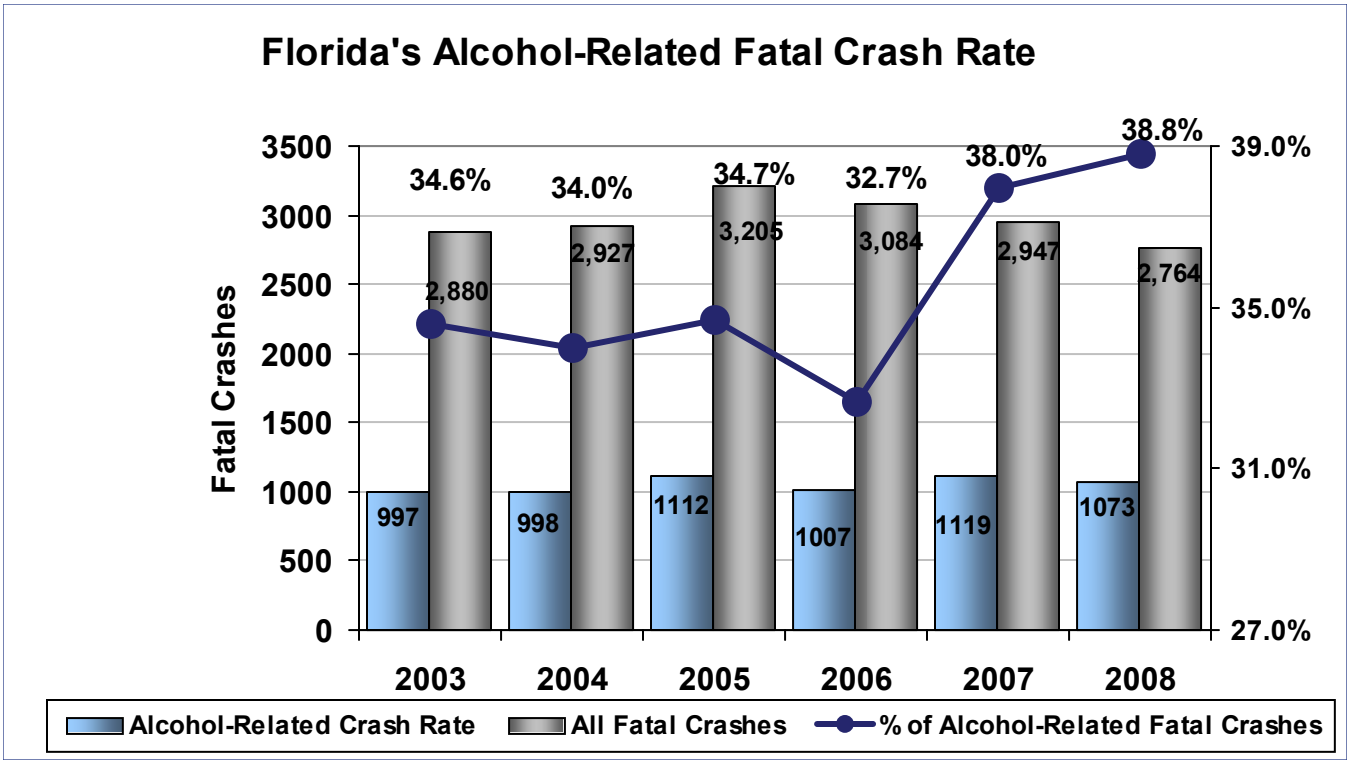
Of drinking drivers in crashes, 21 year old drivers had the highest involvement rate in all crashes and in fatal crashes.

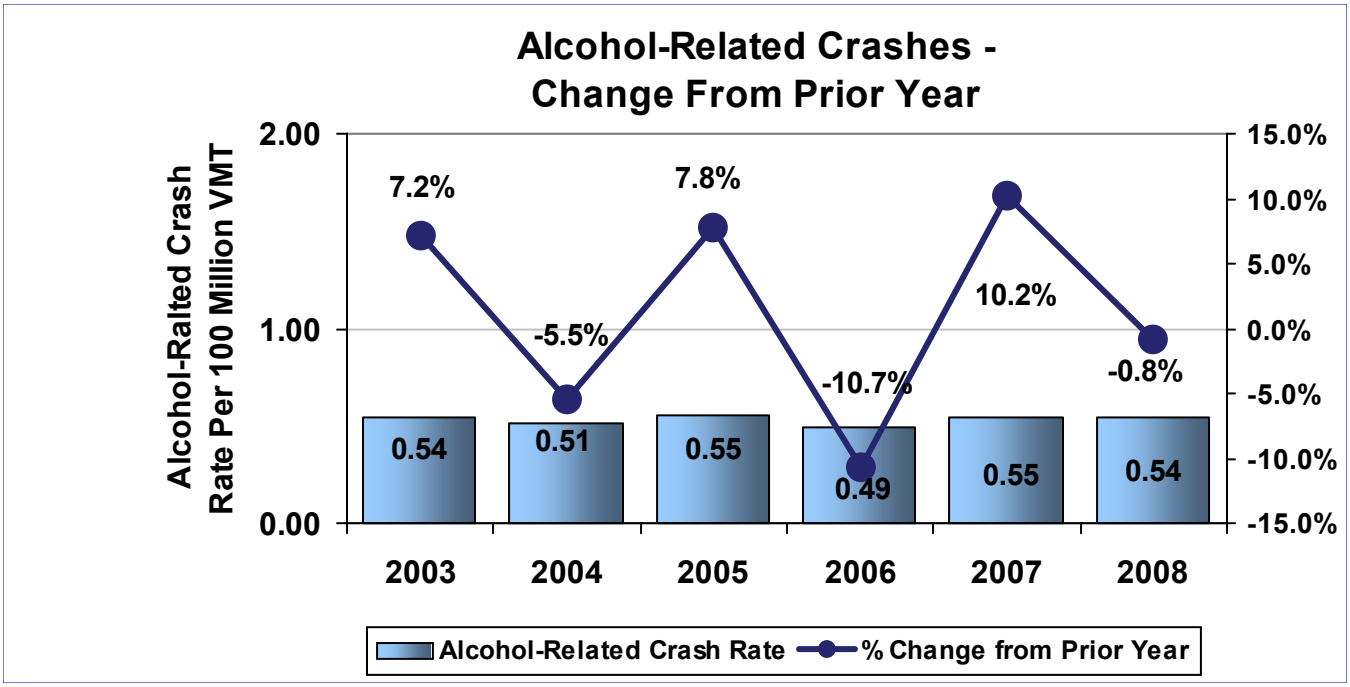
CRASH RATE

Safety Indicator:	**Percent of alcohol-related fatal crashes to all fatal crashes.**					
	2003	2004	2005	2006	2007	2008
Florida Alcohol-Related Fatal Crashes	997	998	1,112	1,007	1,119	1,073
All Florida Fatal Crashes	2,880	2,936	3,205	3,084	2,947	2,764
% Alcohol-Related Fatal Crashes	34.6%	34.0%	34.7%	32.7%	38.0%	38.8%

Safety Indicator:	**Florida's alcohol-related crash rate per 100 million vehicle miles traveled (VMT) compared to the previous year's rate.**					
	2003	2004	2005	2006	2007	2008
Florida Alcohol-Related Fatal Crash Rate	0.54	0.51	0.55	0.49	0.55	0.54
Rate Change From Prior Year	0.04	-0.03	0.04	-0.06	0.06	-0.01
% Change From Prior Year	7.2%	-5.5%	7.8%	-10.7%	10.2%	-0.8%

ALCOHOL-RELATED FATAL CRASH RATE





References

For National Statistics:

NHTSA's National Center for Statistics and Analysis, 2008
NHTSA's Annual Assessment of Motor Vehicle Crashes, 2008

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

(September 2009)

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 2009-2010, 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. In 2009, the Department and all Floridians were fortunate to have legislation passed making Florida's safety belt law a primary offense. 2009 was the last year for states to pass legislation and qualify for a onetime bonus of safety belt incentive funds in the amount of $35.5 million. Florida has also been advised that it will receive an additional $3 million as its pro rata share of incentive funds not awarded to states due to their inability to pass legislation by the June 2009 deadline. Department management determined that $1 million of those funds would be utilized on safety belt behavioral programs and the rest will be utilized on infrastructure safety projects.

Roadway and Community Traffic Safety

(September 2009)

Until 2009, Florida's population grew at a rate which strains the state's ability to meet its infrastructure needs. Despite its minor loss of residents, many communities are faced with excessive growth, crowded 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 and 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, the bicyclist, the vehicle, and the roadway.

The Department continues to actively support and promote the CTST program, including seven District CTST Coordinators. 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 (cont'd)

(September 2009)

Teen education and driving skills improvement grants include: a teen driver improvement program sponsored by the Bay District Schools provides students with a Teen Traffic Safety Program offering prevention programs addressing drinking and driving, safety belt use, and other traffic behaviors. Similar programs are being offered in Suwannee, Bradford, Putnam, Okaloosa, Walton, and Leon counties. 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 and an interactive teen website, www.TakeTheWheel.net. The Florida Highway Patrol received funding 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. The Florida Trip Tips booklet was informative and very popular with both local residents and visitors.

Roadway Safety Programs utilizing variable message boards to provide advanced notification to motorists of upcoming hazards and/or incidents to reduce the severity of crashes, prevent secondary crashes, and protect law enforcement and other emergency responders are being implemented in Bay County and Lee County. A Miami-Dade Emergency Responder Roadway Safety Program is focusing on measures such as purchasing high visibility reflective cones and battery operated LED flares to alert driver to emergencies ahead to similarly reduce secondary crashes and ensure the safety of its emergency responders.

Occupant Protection Program

(September 2009)

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*. While in effect for only a few weeks, Florida's passage of a primary safety belt law surely had an impact on this record showing. Nevertheless, the 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 safety belt use 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. A strong statewide child passenger seat program is also supported by the Department.

Increasing safety belt use among young adults remains a challenge, and all funded teen safety programs include strong safety belt messages. Click It or Ticket banners are being purchased to be displayed at every high school in the state. 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.

The Florida Highway Patrol continues to expand its grant funded occupant protection education and awareness program which includes providing child passenger seat installation training and inspections, providing educational materials, and providing free or minimal cost child passenger seats to families in need. Seat belt convincers, which are highly popular with the public at safety fairs and other events, allow adults to experience a 5 mph crash, are being purchased by the Florida Sheriffs Association for statewide use to increase safety belt use.

* 2009 data should be available by early October.

Motorcycle Safety Program

(September 2009)

Florida's warm climate permits year round motorcycling. Because Florida motorcyclists have more opportunities to ride their motorcycles, they have more exposure to potential crash situations. In 2008, 9,618 crashes occurred in Florida involving motorcycles, resulting in 502 motorcyclists and 30 passengers being killed. In that same year, 8,519 motorcyclists and 883 passengers were injured. Thus, while motorcyclist and passenger fatalities decreased in 2008, crashes and injuries involving motorcyclists and their passengers increased.

Nationally, the greatest factor contributing to motorcycle related crashes is alcohol involvement. 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. In recent years, states have been 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.

The Department underwent a motorcycle program assessment by a team of experts assembled by the National Highway Traffic Safety Administration in February 2008. The recommendations contained in their final report are being addressed by the now well established Motorcycle Safety Coalition. The Coalition consists of dedicated safety partners that include riders, dealers, insurance representatives, trainers, law enforcement, engineers, 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 other protective gear use; eliminate unlicensed and non-endorsed riders; and increase rider education and awareness.

$1,948 - the median hospital charge for motorcyclists treated and released from a Florida emergency department for the treatment of traffic crash injuries based upon 2006 data. $40,859 - the median hospital charge for motorcyclists admitted to a Florida hospital for the treatment of traffic crash injuries (2007 data). $336,669.345 – total hospital charges for the initial treatment of motorcyclists injured in Florida traffic crashes (2006).

Bicyclist/Pedestrian Safety
(September 2009)

Bicyclist/Pedestrian 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 projects designed to benefit the entire state, and local projects to address specific pedestrian and bicycle safety problems in high crash areas.

Statewide bicycle helmet distribution programs are funded to the Florida Department of Health and the Epilepsy Foundation of Florida. The University of Florida Transportation Tech Transfer (T2 Center) has also become the distribution center that will provide an assortment of bicycle and pedestrian educational and promotional items to agencies statewide. Many items will be multi-lingual. The T2 Center continues to update a web-based resource center to include 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

(September 2009)

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. The Department continues to fund a program to provide special assistance to state attorneys throughout the state to increase the level of expertise needed to combat seasoned DUI defense attorneys. Two grant funded Traffic Safety Resource Prosecutors (TSRP) provide assistance to prosecutors in areas related to traffic enforcement.

The Department is also implementing a relatively 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 four designated DUI Courts in Florida with the potential addition of two more in FY 2009-2010. Of these six, two will become fiscally self sufficient by 2010.

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, Marion County, Lee County, North Miami, Cape Coral, Levy County, Hillsborough County, and others.

The Department is also funding needed technology for the Florida Department of Law Enforcement to enhance its testing capability on blood samples from alcohol and other drug related misdemeanor and felony DUI cases.

Speed Control/Aggressive Driving

(September 2009)

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, 13.62% of all fatalities were coded by law enforcement with a contributing cause of exceeded safe speed limit or exceeded stated speed limit and 3.36% of all injuries were so coded. In 2008, the fatalities decreased by almost half to 7.55%, but the injuries increased by 1%.

In Florida, as in other states nationwide, incidents of aggressive driving continue to rise. While Florida currently does not have an enforceable aggressive driving statute, data on the problem of aggressive driving is collected and analyzed. 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. A major component of aggressive driving behavior is speeding.

Numerous projects are funded in the current fiscal year to reduce the number of fatalities and injuries related to unlawful speed and other aggressive driving behaviors. 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 Boca Raton, Bay County, Broward County, Daytona Beach, Gainesville, Greenacres, Port Richey, and others.

Funds from this category also support the statewide Law Enforcement Liaison program. Law Enforcement Liaisons are a proven and vital link between the Department's safety initiatives and the multitude of law enforcement agencies throughout the state. With renewed vigor and strategic planning, these liaisons promote and encourage participation in the wide variety of safety initiatives funded through the Department. Participation in the Florida Law Enforcement Challenge and a more recent Motor Unit Challenge promoted by the Law Enforcement Liaisons continue to foster friendly competition among similar size and type law enforcement agencies, and rewards participating agencies with needed equipment and a chance to win one of three full equipped non-traditional traffic enforcement vehicles and a fully equipped Harley Davidson motorcycle.

This page intentionally left blank.