2060 FLORIDA TRANSPORTATION PLAN

SAFETY & SECURITY

2012 PERFORMANCE REPORT

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This report is part of the Performance-Based Planning and Programming Process used by the Florida Department of Transportation (FDOT). For a description of that process, updates to this report and other transportation performance reporting initiatives of FDOT, go to FDOTPerforms.org.

OUR GOAL

PROVIDE A SAFE AND SECURE TRANSPORTATION SYSTEM FOR ALL USERS

Improving the safety of the transportation system is among the state's highest commitments to its residents and visitors. Safety improvements can save lives, enhance our quality of life, and support Florida's economic competitiveness. In today's global environment, it is also important to enhance the security of the transportation system for both people and freight while ensuring mobility.

Transportation safety is perhaps the most complex aspect of transportation policy as it is affected by a multitude of factors such as: human traits and behaviors, technology, communications, enforcement, education, design, investment, and the natural environment including weather. The interactions of the individual, the vehicle, the infrastructure system, and the rest of the environment influence safety. Safety is an issue for every mode of transportation.

OUR OBJECTIVES

The Florida Department of Transportation (FDOT) sets objectives and strategies to implement the goals of the *2060 Florida Transportation Plan*. Each objective includes an array of strategies to enable the Department to meet its adopted objectives. The following objectives provide the policy framework for connecting the Department's budget and work program to the *2060 Florida Transportation Plan*.

- Reduce by 5 percent annually the number of highway fatalities and serious injuries
- Update emergency response plans and readiness procedures for disaster response and conduct regular training exercises

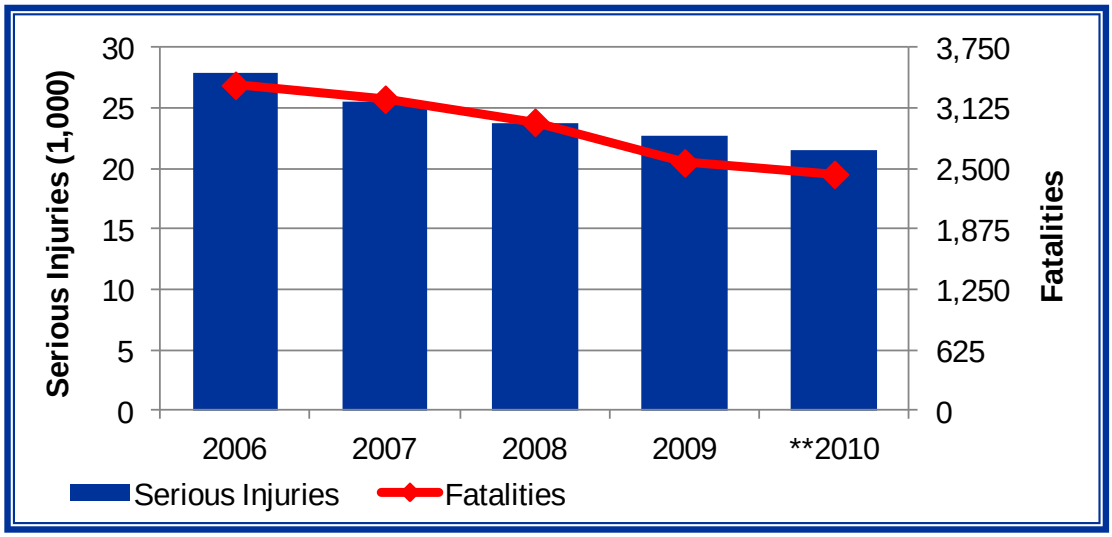
OBJECTIVE: Reduce by 5 percent annually the number of highway fatalities and serious injuries

The Department has established the measurable objective of achieving a five percent reduction in the number traffic related fatalities and serious injuries and has identified strategies for implementation. This objective is consistent with the goal established in Florida's Strategic Highway Safety Plan, which was adopted in November 2012.

This objective was changed from the previous year's performance report to reflect the achievement of a five percent annual reduction in the actual number of fatalities and serious injuries rather than a reduction in the rate. Using the five-year averages from 2006 to 2010 as a baseline, the objective is to reduce fatalities from 2,904 to 2,028 for the years 2013 to 2017, and reduce serious injuries from 24,338 (2006 to 2010) to 16,996 for the years 2013 to 2017.

Between 2006 and 2010, Florida's motor vehicle fatalities dropped by 27 percent from 3,365 to 2,444, and serious injuries decreased 23 percent from 27,920 to 21,501. **Figure 1** illustrates Florida's progress on driving down fatalities and serious injuries.

Figure 1: Fatalities and Serious Injuries Due to Traffic Crashes in Florida 2006 to 2010

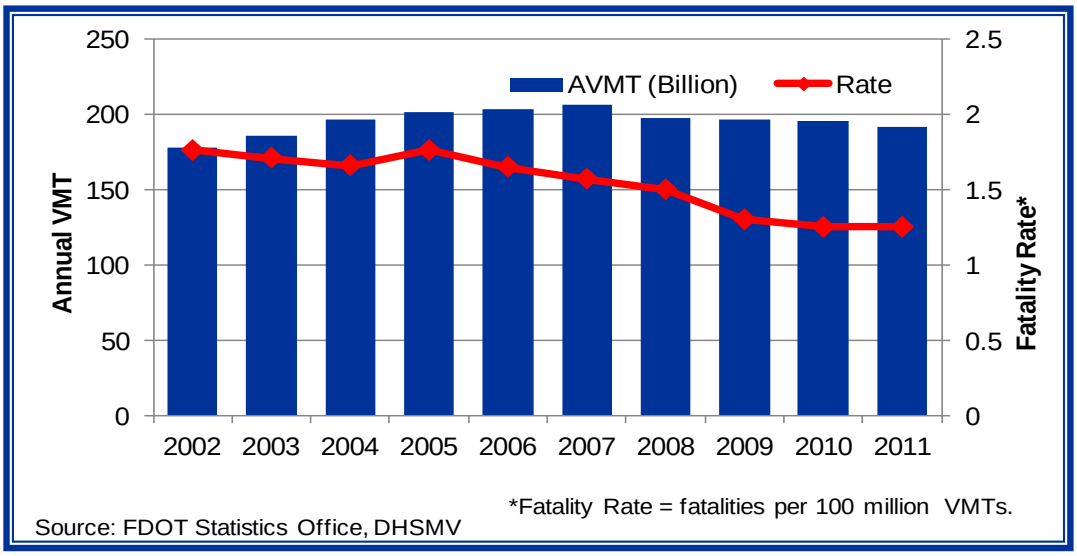


Highway safety experts use the number of highway fatalities per 100 million VMT to calculate a "fatality rate." It includes motor vehicle and motorcyclist fatalities as well as bicyclist and pedestrian fatalities involving motor vehicles.

Florida's highway fatality rate per 100 million VMT has declined for six consecutive years.

After a five-year decline (1.65 in 2006, 1.57 in 2007, 1.50 in 2008, 1.30 in 2009, and 1.25 in 2010), Florida's highway fatality rate per 100 million VMT leveled off at 1.25 in 2011 (**Figure 2**). In 2011, traffic crashes resulted in 2,400 fatalities. This represents a 1.8 percent decrease in fatalities from 2010 and a 32 percent decline from the peak year in 2005. This downward trend in fatalities is attributed to safety programs and initiatives such as enforcement of safety belt use and crackdowns on drunk driving, increased safety of vehicles and fewer vehicle miles traveled due to adverse economic conditions.

Figure 2: Annual Vehicle Miles Travelled (AVMT) and Fatality Rate on Florida Public Roads (2002-2011)



The Florida Department of Highway Safety and Motor Vehicles (DHSMV) records for 2011 show an average of 625 crashes per day. Nearly one out of three highway deaths occurred at roadway intersections. Pedestrians or bicyclists accounted for a quarter of the total fatalities. For 2010 Florida highway fatalities, over 50 percent were car or truck occupants and the balance were bicyclists, pedestrians, motorcyclists and their passengers.

Despite safer highway design, safer motor vehicles, increased safety belt use, increased and improved public education, vigorous enforcement of laws, and improved emergency response and trauma treatment, there is more work to do to accomplish our initiative of zero deaths on Florida's roadways.

Reducing traffic related injuries and fatalities require the combined efforts of federal, state, and local agencies, as well as the driving public. The Department's Safety Office implements behavioral programs that address seat belt usage, child passenger safety, teen driver safety, aging road user safety, work zone safety, impaired driving, motorcycle safety, pedestrian and bicycle safety, and funds enhanced enforcement efforts. While we have no control over vehicle condition or weather, the Department strives to ensure that the design, construction, maintenance, and operation of the State Highway System meet safety standards. Pavements may need to be more skid-resistant or otherwise improved in areas where crash reports indicate problems with pavement conditions. Highway construction and repair sites must be clearly marked and traffic regulated through detours. Hazards within rights-of-way are identified and removed when possible.

The severity of crashes may be reduced by installing guardrail or cable barrier, dividing highways, adding paved shoulders, using break-away sign posts, and placing crash cushions at the end of roadside obstacles. The Department ensures guardrails and other safety devices are in good condition and conducts night inspections of signs to ensure visibility.

STRATEGIC HIGHWAY SAFETY PLAN

In 2006, the Department collaborated with Florida's federal, state and regional safety partners and stakeholders to develop a **Strategic Highway Safety Plan** (SHSP). In 2012 the SHSP was updated to reflect an increased range of emphasis areas. The SHSP defines a system, organization, and process for managing the attributes of the road, the driver, and the vehicle to achieve the highest level of highway safety by integrating the work of the disciplines and agencies involved. Just as the *2060 Florida Transportation Plan* is a plan for all of Florida's transportation partners, the SHSP is a plan for all of Florida's safety partners. The SHSP is led by a group of dedicated, public and private sector, safety partners involved in engineering, enforcement, education, and emergency response—all working together—to achieve successful implementation.

> ***Just as the 2060 Florida Transportation Plan is a plan for all of Florida's transportation partners, the SHSP is a plan for all of Florida's safety partners.***

The purpose of Florida's SHSP is to reduce fatalities and serious injuries by strategically concentrating funding and other resources on the problem areas with the greatest potential for improvement. Improving the safety of Florida's surface transportation system (for residents and visitors) by achieving a five percent annual reduction in the number of fatalities and serious injuries is the unifying goal of Florida's safety community and the overarching goal of the SHSP.

An SHSP Executive Committee composed of the 11 state and Federal agencies or organizations having safety leadership roles in Florida oversaw the development of the SHSP. These partners agreed to support the plan's mission, vision, and goal. The SHSP Executive Committee, representing a broad range of safety partners, led multi-disciplinary teams which developed SHSP emphasis area goals, objectives, and strategies.

The 2012 Strategic Highway Safety Plan focuses efforts and resources on eight emphasis areas and three continuing priority areas:

- Emphasis Areas
  - Aggressive Driving
  - Intersection Crashes

  - Vulnerable Road Users (pedestrians, bicyclists, and motorcyclists)
  - Lane Departure Crashes
  - Impaired Driving
  - At-Risk Drivers (aging road users and teens)
  - Distracted Driving
  - Traffic Data
- Continuing Priority Areas
  - Occupant Protection
  - Commercial Vehicles
  - Work Zone Safety

Following are descriptions of the eight emphasis priority areas of the 2012 SHSP.

Aggressive Driving

Aggressive driving is often a combination of speeding, recklessness, and other dangerous behaviors which threaten motorists, bicyclists, and pedestrians. Aggressive driving, as defined by state Statute, requires inclusion of at least two of the following contributing causes: speeding, unsafe or improper lane change, following too closely, failure to yield right-of-way, improper passing, and failure to obey traffic control devices. In Florida, aggressive driving is not an enforceable offense.

Aggressive driving often manifests itself in coincidental discourteous and unsafe driving behavior which threatens motorists, bicyclists, and pedestrians. Although aggressive driving is not new, the prevalence of such behavior continues to be a threat to safety on our highways. In on-line surveys of Floridians, aggressive driving is always identified as one of the public's top three traffic safety issues.

In 2008 the definition of aggressive driving was modified to require involvement of at least two citations from the list of contributing causes (versus only one required in the previous definition). The change in definition resulted in the appearance of a sharp drop of almost 90 percent in aggressive driving-related fatalities and serious injuries from 2007 to 2008 (i.e., 795 fatalities to 74, and 7,734 serious injuries to 464).

Under the new definition, aggressive driving fatalities and serious injuries continued to decline from 2008 to 2010 (from 74 to 53, and 464 to 321, respectively) as shown in **Figure 3**. Male drivers between the ages of 25-34 years old are involved in the highest number of fatalities and serious injuries related to aggressive driving, followed by male drivers in the age group of 35-44 years old.

Figure 3: Fatalities and Serious Injuries Attributed to Aggressive Driving 2008 to 2010

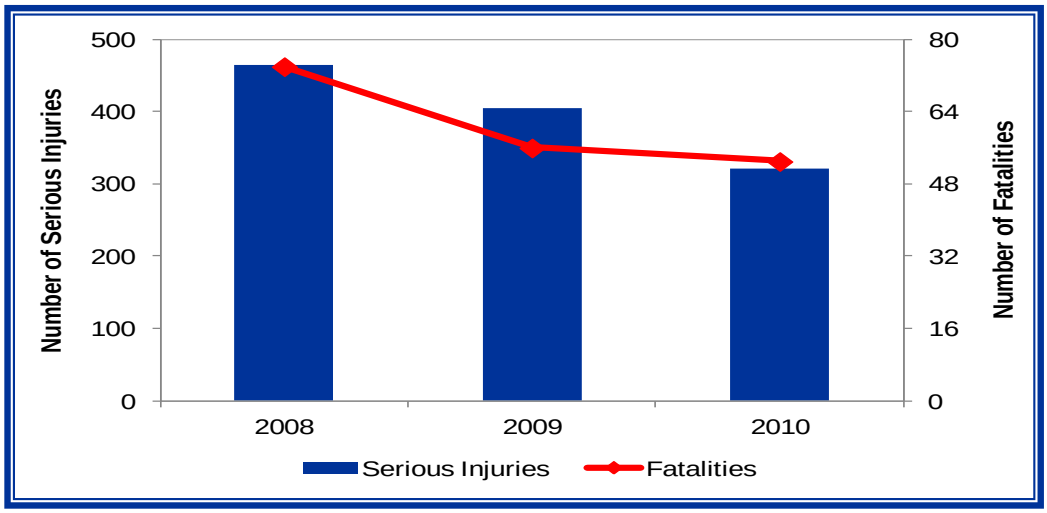
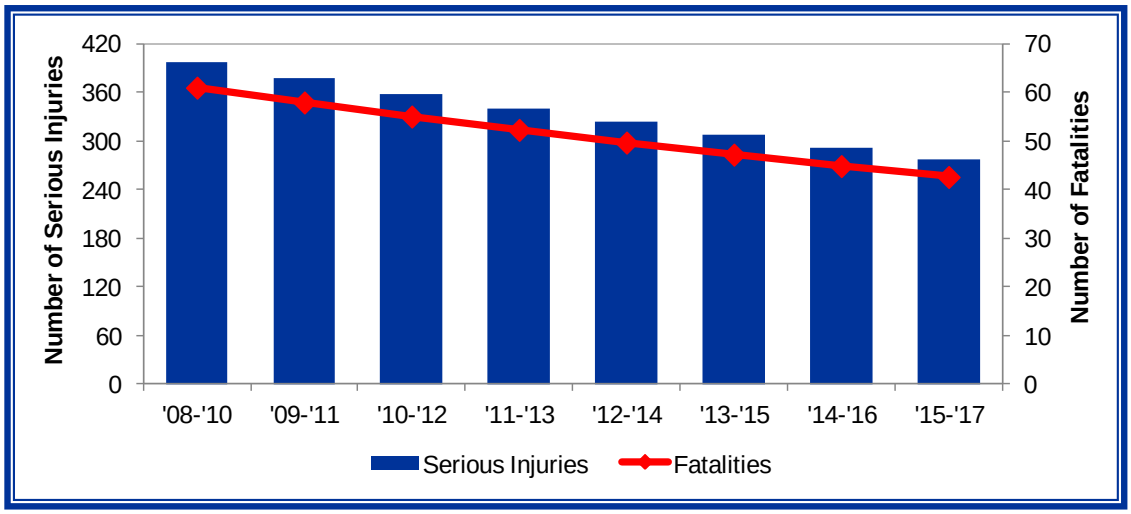


Figure 4 shows the expected three-year average of aggressive driving fatalities and serious injuries through 2017, based on a five-percent annual reduction from the baseline of 2008-2010 average. A three-year average is used to coincide with the new aggressive driving definition.

Figure 4: Expected Three-Year Average of Aggressive Driving Fatalities and Serious Injuries

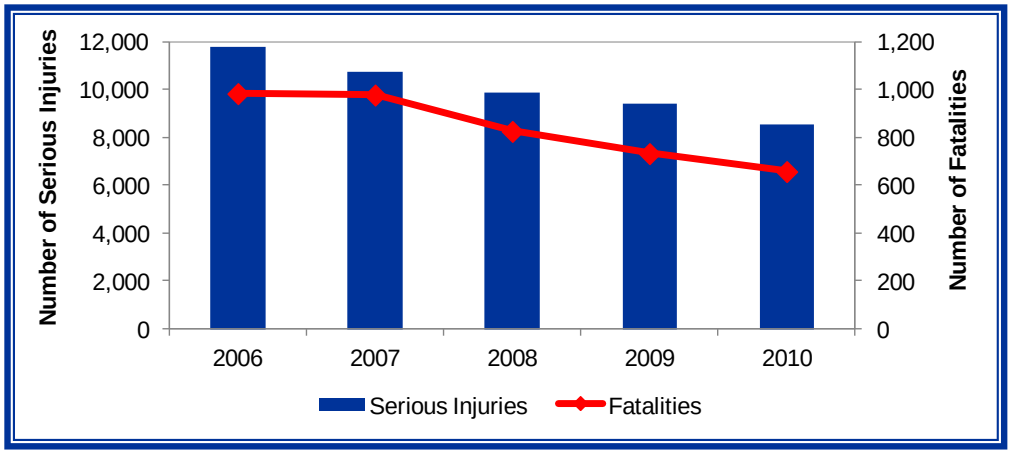


Intersection Crashes

Nearly 29 percent of the statewide traffic fatalities, which occurred from 2006 to 2010 are intersection related. Identified as an emphasis area in the 2006 Strategic Highway Safety Plan (SHSP), Florida improved intersection design and operation from minimum to optimal standards through implementation of an Intersection Safety Implementation Plan developed in 2006.

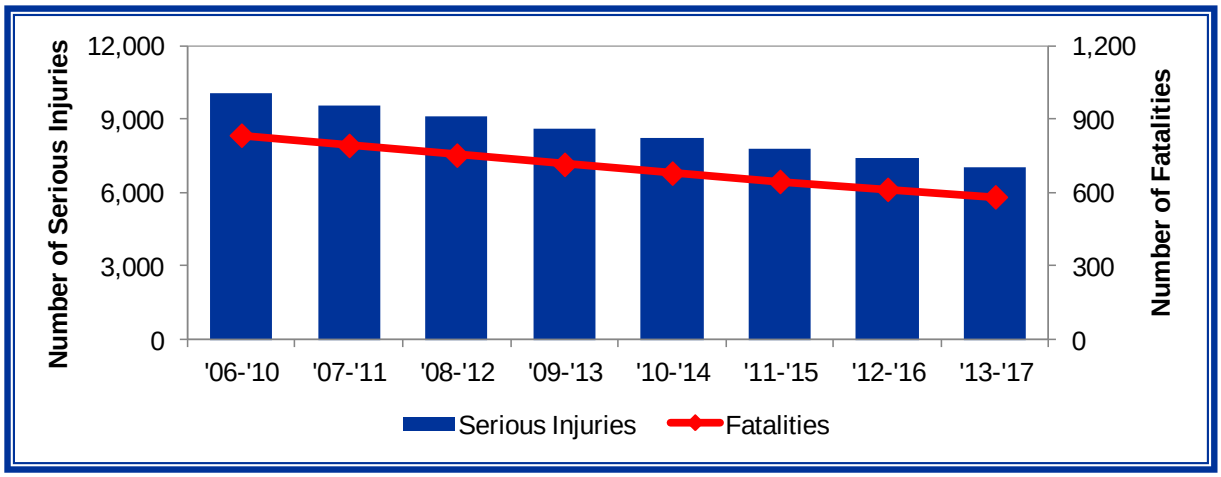
Between 2006 and 2010, 4,179 people died in intersection-related crashes on Florida roads and highways, and a staggering 50,408 were seriously injured. Intersection-related fatalities and serious injuries have declined from 12,796 in 2006 to 9,200 in 2010 (**Figure 5**).

Figure 5: Intersection Crash Fatalities and Serious Injuries 2006-2010



Through the implementation of the Intersection Crashes Emphasis Area Action Plan, member agencies and their partners will strive to reduce the number of intersection related fatalities and serious injuries by five percent annually. **Figure 6** shows the expected five-year average intersection crash fatalities and serious injuries through 2017, based on a five-percent annual reduction from the baseline of 2006-2010 average.

Figure 6: Expected Five-Year Average of Intersection Crash Fatalities and Serious Injuries



Vulnerable Road Users

The Vulnerable Road Users Emphasis Area addresses crashes involving bicyclists, pedestrians, and motorcyclists. Between 2006 and 2010, 541 bicyclists died in traffic crashes on Florida roads and highways, and 3,659 were seriously injured. Bicycle fatalities and serious injuries have declined from 901 in 2006 to 821 in 2010 as shown in **Figure 7**. Between 2006 and 2010, 2,559 pedestrians died in traffic crashes on Florida roads and highways, and a staggering 8,533 were seriously injured. Pedestrian fatalities and serious injuries declined from 2,451 in 2006 to 2,123 in 2010 as shown in **Figure 8**.

Figure 7: Bicycle Fatalities and Serious Injuries in Motor Vehicle Crashes 2006 to 2010

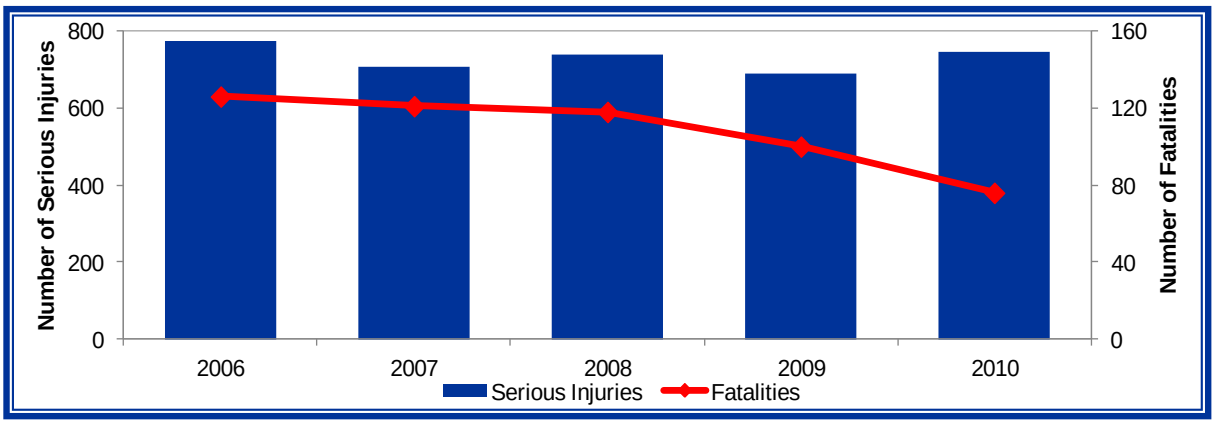
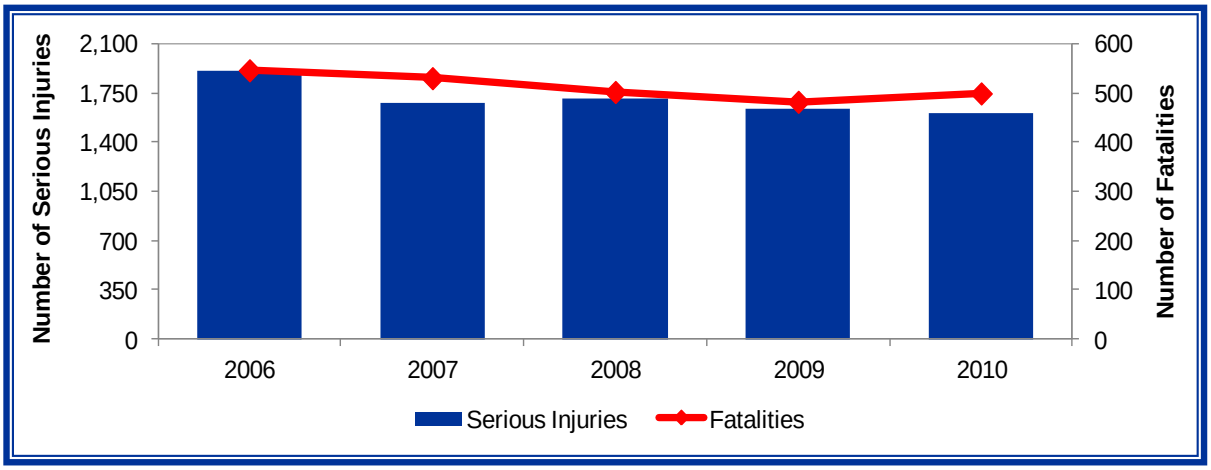


Figure 8: Pedestrian Fatalities and Serious Injuries 2006 to 2010



The areas of pedestrian, bicyclist, and motorcyclist safety are major challenges. In 2011, 120 bicyclists, 497 pedestrians, 413 motorcyclists and 38 motorcycle passengers were killed on Florida's roadways. All vulnerable road user groups experienced an increase in fatalities from 2010, except for pedestrians which saw a slight decrease. Florida's climate, conducive to year-

round walking, cycling and motorcycling, is a significant factor driving the relatively high fatality rates among these road user groups.

Through the implementation of the Pedestrian and Bicycle Strategic Plan, the Vulnerable Road Users Emphasis Area member agencies and their partners will strive to reduce the number of pedestrian and bicycle fatalities and serious injuries by five percent annually. **Figure 9** shows the expected five-year average bicycle fatalities and serious injuries through 2017, based on a five-percent annual reduction from the baseline of the 2006-2010 average. **Figure 10** shows the expected five-year average pedestrian fatalities and serious injuries through 2017, based on a five-percent annual reduction from the baseline of 2006-2010 average.

Figure 9: Expected Five-Year Average of Bicycle Fatalities and Serious Injuries

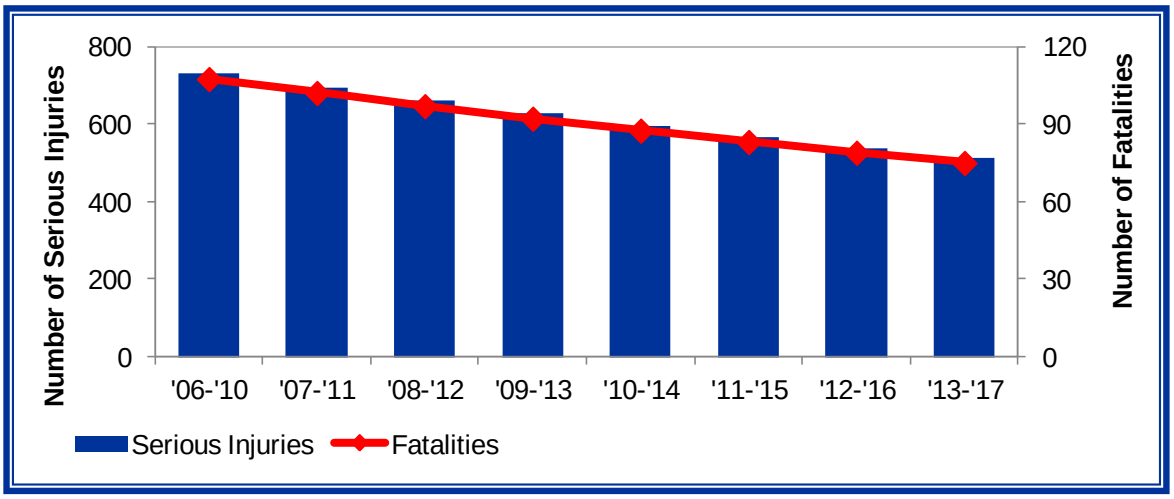


Figure 10: Expected Five-Year Average of Pedestrian Fatalities and Serious Injuries

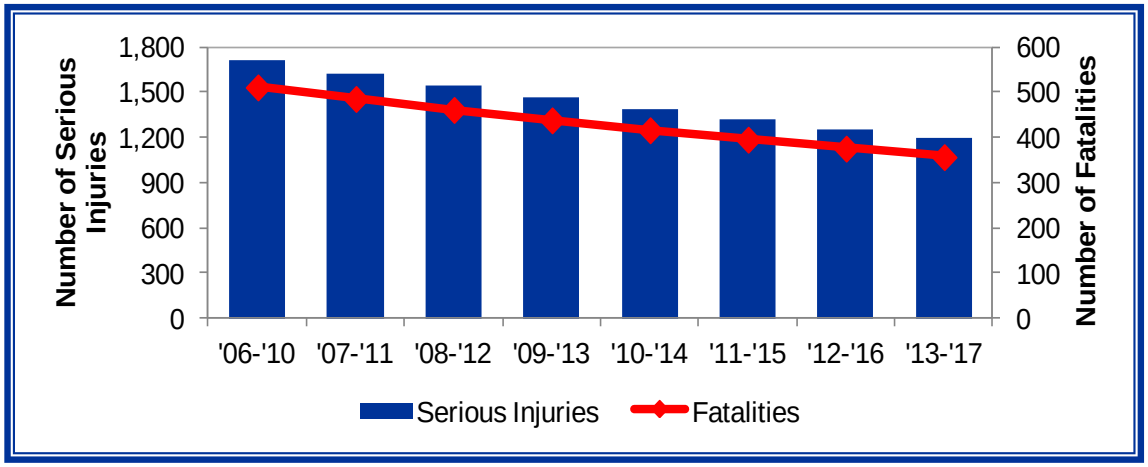
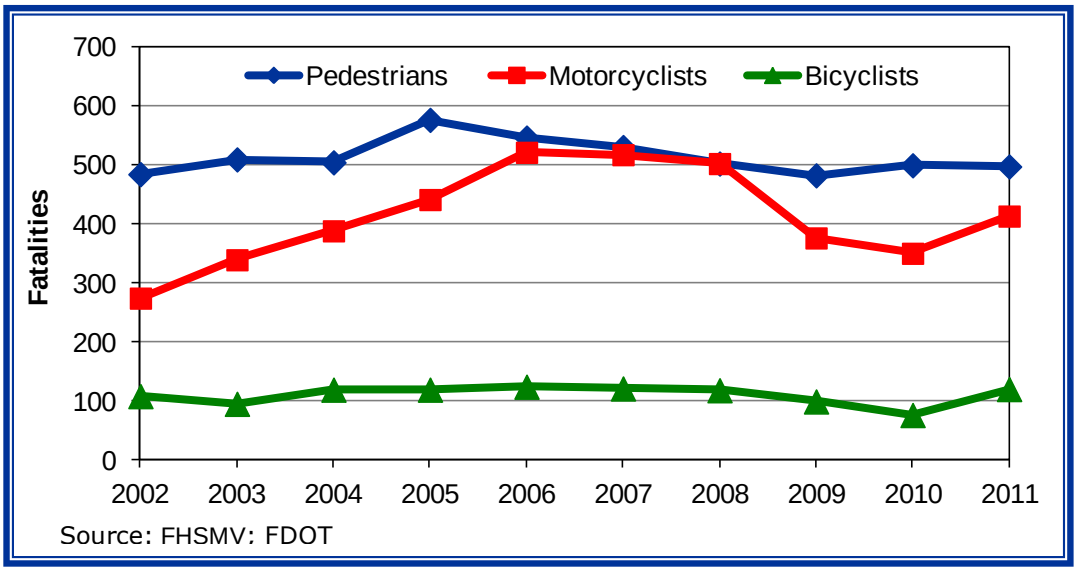


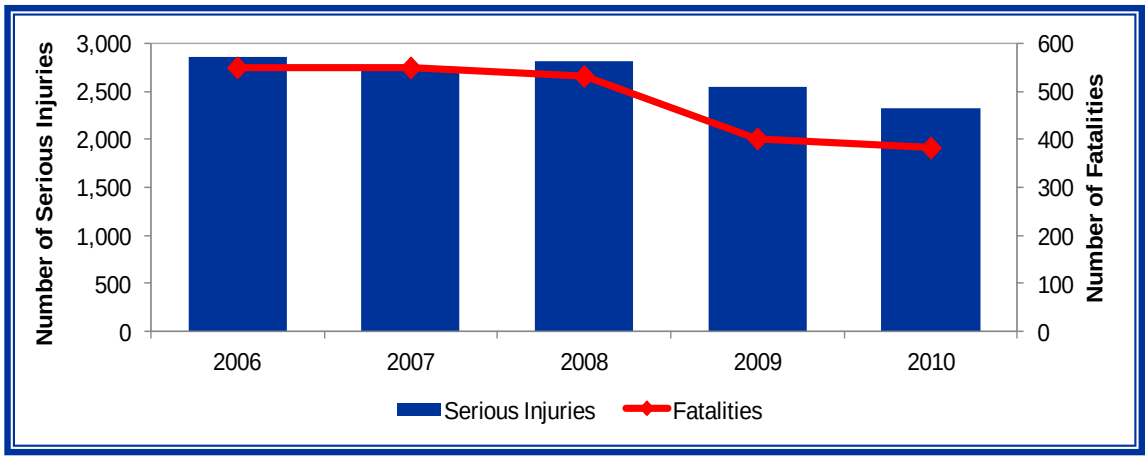
Figure 11: Florida Highway Crash Fatalities of Bicyclists, Motorcyclists, and Pedestrians



Motorcycle crashes, injuries, and fatalities increased at a sharper rate than other types of motor vehicle crashes between 1997 and 2007 (**Figure 11**). Motorcyclist fatalities (operators and passengers) began an accelerated decline from a high of 550 fatalities in 2006 to 383 fatalities in 2010. In 2010, more riders ages 25-34 were fatally injured (86) in Florida motorcycle traffic crashes than any other age group, followed by riders ages 55-64 (64).

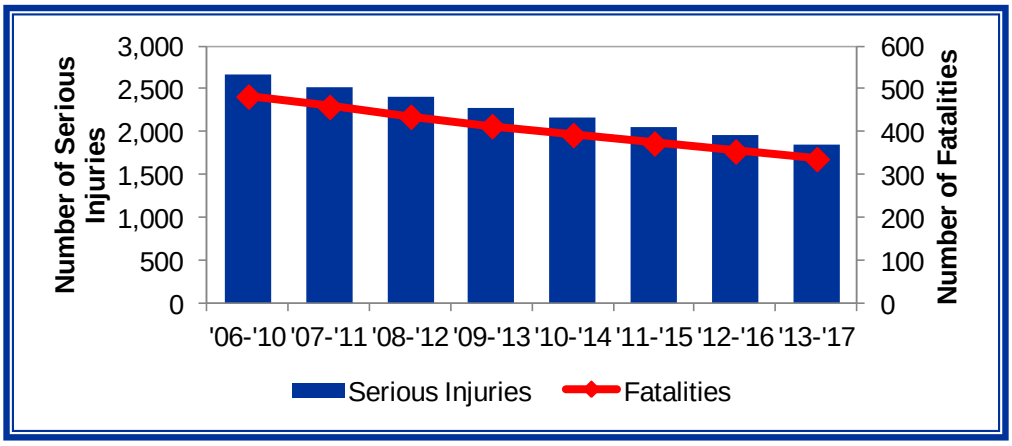
Figure 12 shows the number of fatal and serious injuries among motorcycle riders (operators and passengers) from 2006 to 2010.

Figure 12: Motorcyclist Fatalities and Serious Injuries 2006 to 2010



Through the implementation of the Florida Motorcycle Strategic Safety Plan, the Motorcycle Safety Coalition member agencies and their partners will strive to reduce the number of motorcycle fatalities and serious injuries by five percent annually. **Figure 13** shows the expected five-year average motorcycle fatalities and serious injuries through 2017, based on a five-percent annual reduction from the baseline of 2006-2010 average.

Figure 13: Expected Five-Year Average of Motorcycle Fatalities and Serious Injuries



Secretary's Bicycle/Pedestrian Focused Initiative

FDOT elevated bicycle and pedestrian safety to a departmental focused initiative and appointed a champion and designated a state bicycle/pedestrian safety program manager in the Safety Office to lead the Bicycle/Pedestrian Focused Initiative in the fall of 2011 and spring of 2012. Florida conducted a NHTSA assessment of the Pedestrian Safety Program in January 2012, and conducted roundtable discussion meetings in Tampa, Bartow, Miami, Fort Lauderdale, DeLand, Jacksonville, and Tallahassee in August and September 2012. The assessment recommendations and roundtable input will provide the foundation for development and implementation of Florida's first Pedestrian Strategic Safety Plan.

Lane Departure Crashes

Approximately 20 percent of all traffic fatalities in 2010 involved lane departures. Lane departure incidents exclude crashes at intersections, but include running off the road, crossing the center median into oncoming traffic and sideswipe crashes. Lane departure may also involve a rollover or hitting a fixed object. When a vehicle leaves the roadway, the result can be disastrous. A review of data for lane departure crashes on the state highway system reveals most lane departure crashes occur on limited access roads. Head-on collisions are related to crashes involving lane departure. One of the most severe types of crashes occurs when a vehicle crosses into an opposing traffic lane and crashes head-on with an on-coming vehicle. The severity of these crashes is compounded by the additive nature of vehicle speeds at the

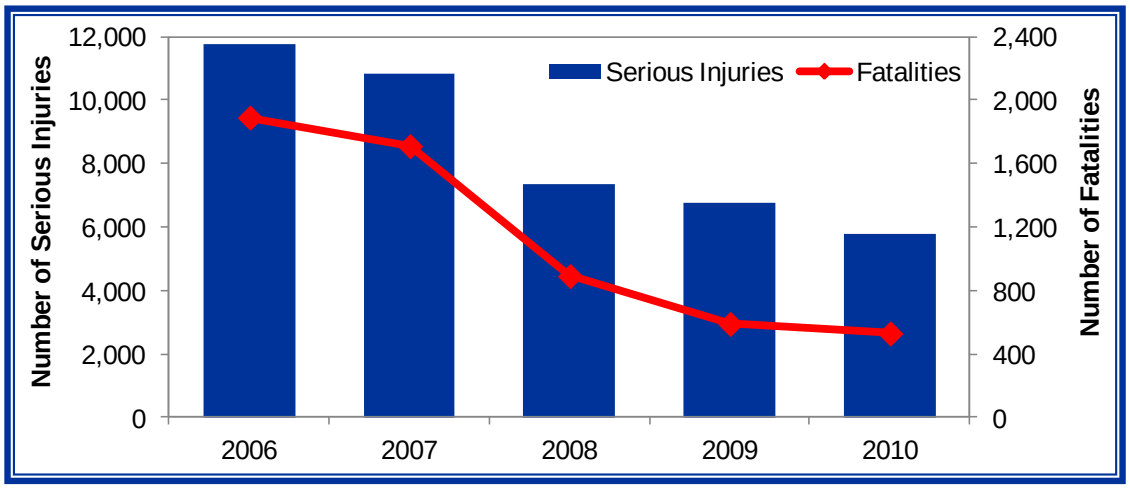
time of collision, especially when vehicles collide with other vehicles traveling toward them as opposed to stationary objects.

To reduce the number of serious injuries and fatalities resulting from lane departures, efforts must be made to:

- Keep vehicles from leaving the road or crossing the center median
- Reduce the likelihood of vehicles overturning or crashing into roadside objects
- Minimize the severity of an overturn

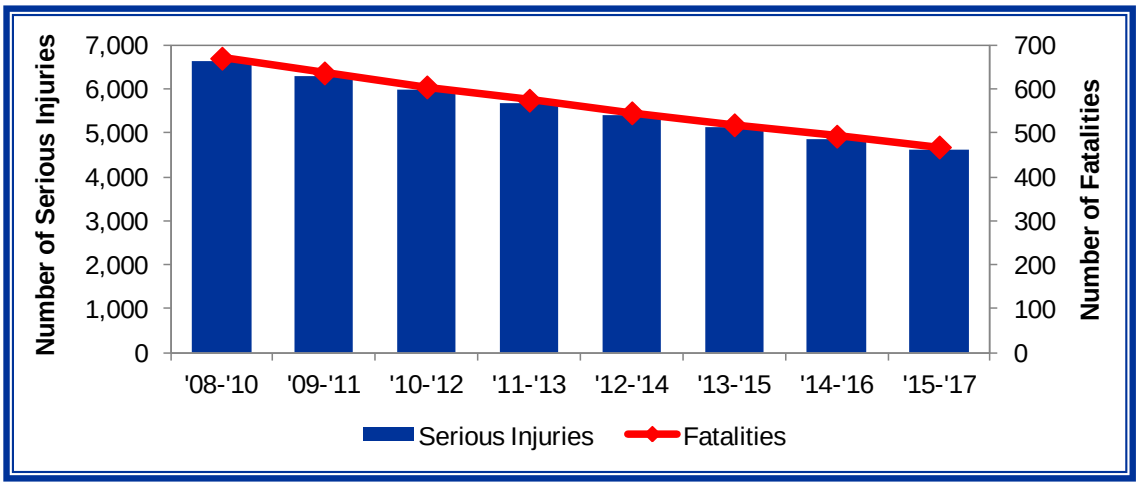
In Florida, fatalities and serious injuries related to lane-departure crashes have declined since 2006. Nearly 39 percent of statewide traffic fatalities can be attributed to lane-departure crashes. In 2008, the definition of lane departure was modified to exclude at-intersection or influenced-by-intersection crashes. The change in definition is related to the decline in lane-departure fatalities and serious injuries while transitioning from 2007 to 2008 (**Figure 14**). However, even if the previous definition were to be used, there continues to be a decline in the number of lane-departure crashes.

Figure 14: Lane-Departure Fatalities and Serious Injuries Due to Motor Vehicle Crashes 2006 to 2010



Through the implementation of the Lane Departure Emphasis Area Action Plan, member agencies and their partners will strive to reduce the number of lane departure related fatalities and serious injuries by five percent annually. **Figure 15** shows the expected three-year average lane departure fatalities and serious injuries through 2017, based on a five percent annual reduction from the baseline of 2008-2010 average. A three-year average is used to coincide with the new lane-departure definition.

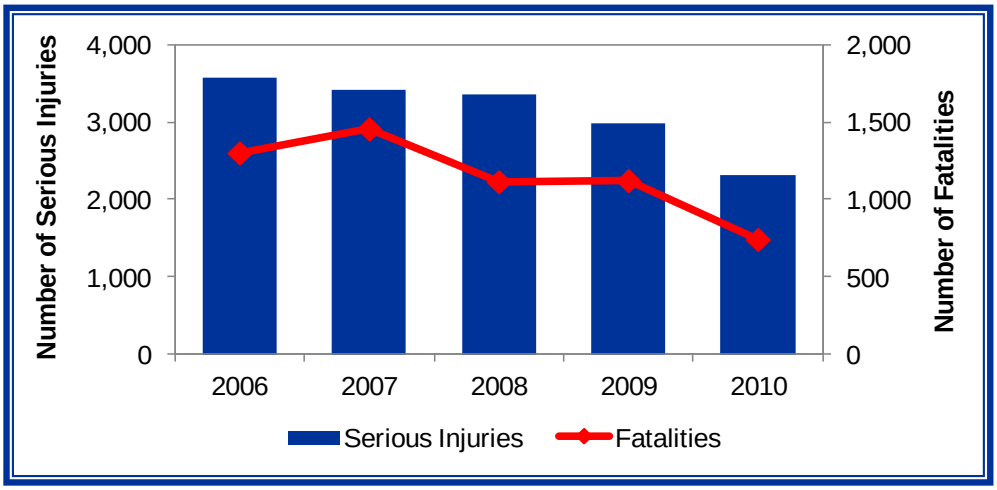
Figure 15: Expected Three-Year Average of Lane-Departure Fatalities and Serious Injuries



Impaired Driving

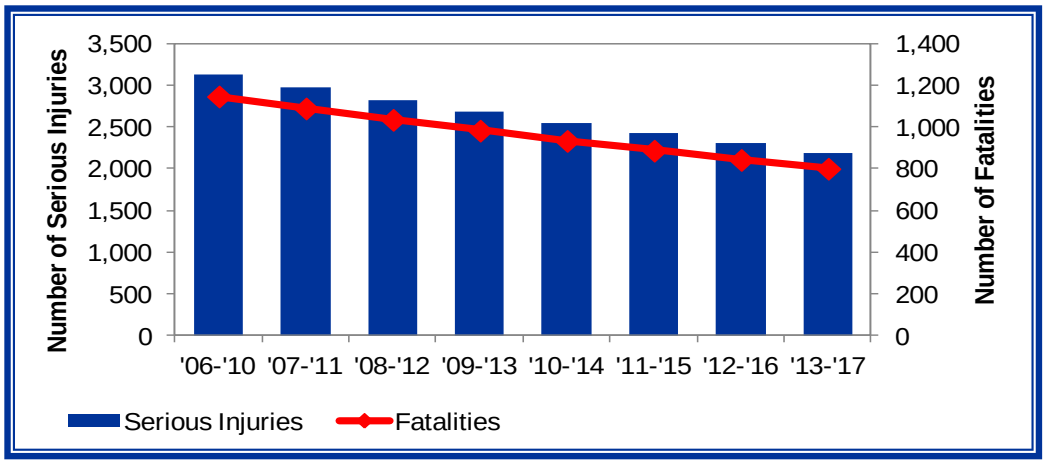
Between 2006 and 2010, fatalities due to alcohol related crashes numbered 5,737, while serious injuries were at a staggering 15,635. Alcohol-related traffic fatalities accounted for nearly 40 percent of statewide traffic deaths. Fatalities have dropped by 43 percent from 1,301 in 2006 to 742 in 2010. During the same period, serious injuries also decreased by 35 percent from 3,570 in 2006 to 2,308 in 2010 (**Figure 16**). Over this five-year period, Florida's alcohol-impaired driving fatality rate per 100 million VMT for blood alcohol contents (BAC) of .08 and above were flat from 2006 to 2008 (0.45, 0.44, and 0.45 respectively). However the same rate lowered significantly the next two years, with a rate of 0.40 in 2009 and 0.34 in 2010.

Figure 16: Crashes Involving Driver Impairment by Alcohol and Drugs 2006 to 2010



Through implementation of the Florida Impaired Driving Strategic Plan, the Florida Impaired Driving Coalition member agencies and their partners are leading efforts to reduce the number of impaired driving fatalities and serious injuries by five percent annually. **Figure 17** shows the expected five-year average impaired driving fatalities and serious injuries through 2017, based on a five-percent annual reduction from the baseline of 2006-2010 average.

Figure 17: Expected Five-Year Average of Impaired Driving Fatalities and Serious Injuries

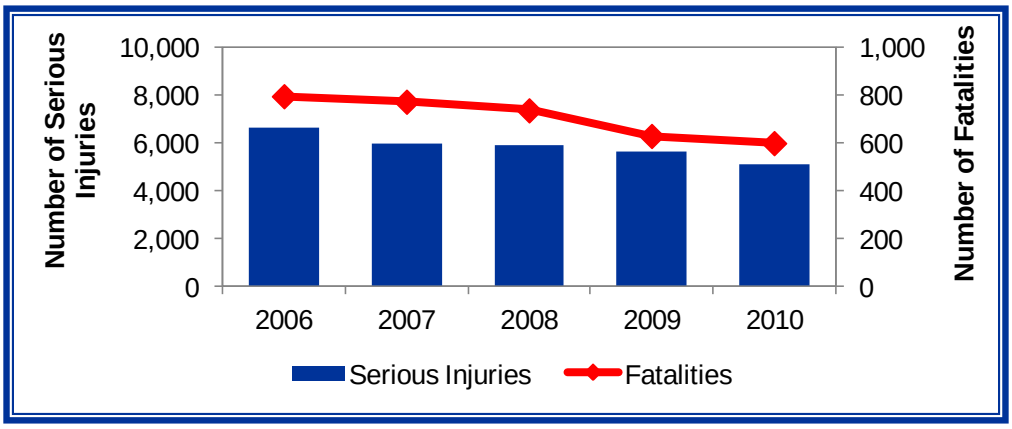


At-Risk Drivers

At-Risk Drivers, comprised of aging road users and teen drivers, is a new emphasis area for 2012. Aging road users are defined as 65-year-olds and older and teen drivers are 15 to 19 year-olds. Today's older drivers are driving longer and driving more miles per year than in the past. Florida leads the nation with 18 percent of its population age 65 and older. By the year 2030, over 27 percent of Floridians will be over age 65, and half of them will be 75 or older. Mirroring this growth, an increasing proportion of licensed drivers in Florida are trending older. Florida's population of older residents and licensed drivers grew in composition from 2006 to 2010, and their representation among motor vehicle related crashes, fatalities, and injuries is larger and increased at a faster rate. In January 2011, one quarter of all licensed drivers in Florida was age 60 and older, a small but steady increase from 23.7 percent in 2009.

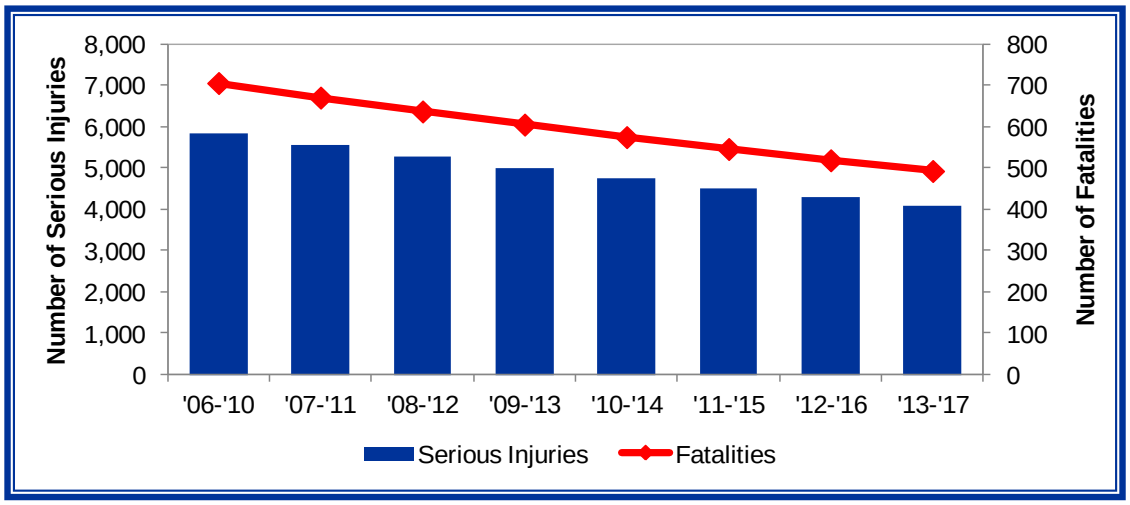
In 2006, 502 older Floridians were killed in traffic crashes, nearly 15 percent of all fatalities. From 2007 to 2010, adults age 65 and older made up an increasing percent of all fatalities from crashes over the past four years; 14.4 percent, 14.6 percent, 17.3 percent, and 18.3 percent, respectively. **Figure 18** shows the total number of fatalities and serious injuries sustained in crashes involving aging drivers (over 65 years old).

Figure 18: Aging Driver (over 65 Years) Fatalities and Serious Injuries Due to Motor Vehicle Crashes 2006 to 2010



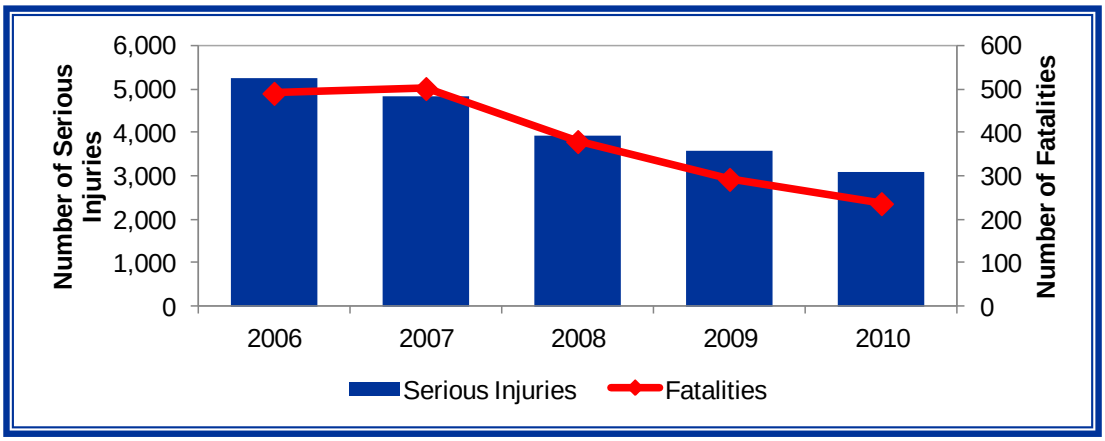
Through implementation of the Aging Road User Strategic Safety Plan, the Safe Mobility for Life Coalition member agencies and their partners will improve aging road user safety and mobility in Florida by achieving a five-percent annual reduction in the number of aging road user fatalities, serious injuries, and crashes beginning in 2012 while maintaining aging road user's mobility and independence which is necessary for enjoying a fulfilling life. **Figure 19** shows the expected five-year average older driver involved fatalities and serious injuries through 2017, based on a five-percent annual reduction from the baseline of 2006-2010 average.

Figure 19: Expected Five-Year Average of Aging Driver (over 65 Years) Fatalities and Serious Injuries



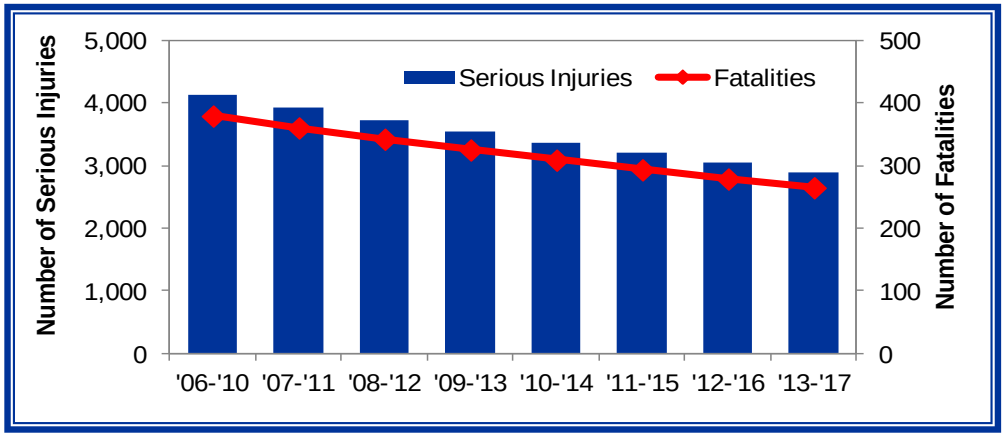
Motor vehicle crashes are the number one killer of teens. More teens die in crashes than the next three leading causes of death (homicide, suicide, and disease) combined. Motor vehicle crashes involving teen drivers (age 15 to 19) not only kill an average of 11 teens per day, they also kill other drivers and pedestrians. The number of Florida teen fatalities and serious injuries declined from 5,749 in 2006 to 3,313 in 2010. Over this five-year period, a total of 1,898 people died in teen driver crashes, and 20,644 people were seriously injured (**Figure 20**).

Figure 20: Teen Driver (15-19 Years) Fatalities and Serious Injuries Due to Motor Vehicle Crashes 2006 to 2010



Through implementation of the Florida Teen Driving Strategic Plan, the Florida Teen Safe Driving Coalition member agencies and their partners are leading efforts to reduce the number of teen drivers involved in crashes, fatalities and injuries by five percent annually. **Figure 21** shows the expected five-year average teen driver involved fatalities and serious injuries through 2017, based on a five-percent annual reduction from the baseline of 2006-2010 average.

Figure 21: Expected Five-Year Average of Teen Driver (15-19 Years) Fatalities and Serious Injuries



Distracted Driving

Distracted driving occurs when a driver allows a mental or physical activity to take the driver's focus off the task of driving. There are three main types of distraction:

- Manual – taking your hands off the wheel;
- Visual – taking your eyes off the road; and
- Cognitive – taking your mind off driving.

Distracted driving has become a pressing concern. In 2009, 5,474 people were killed on U.S. roadways and an estimated additional 448,000 were injured in motor vehicle crashes that were reported to have involved distracted driving. In 2009, the U.S. Department of Transportation (U.S. DOT) launched a national campaign to end the dangerous practices of distracted driving. These efforts have boosted public attention to the problem and built momentum for action all over the country.

A multitude of distractions can cause drivers to lose focus on the task of driving. The development of new technologies has added a whole new dimension in the area of distracted driving. Not only are drivers distracted because of inattentive tasks such as adjusting the radio, eating, reading, applying makeup, but new technologies have introduced GPS, direction way-finding telephone use, mobile web surfing, and texting as additional distractions to the driver. Passengers can distract young drivers, or create a potentially distracting environment, in many different ways. In particular, teen or peer passengers increase crash risk, with each additional passenger adding to the risk.

Florida's data on how distraction is contributing to traffic crashes are limited. Prior to the recent revision of the crash report distracted driving was an attribute under the report's narrative section. Future Performance Reports will strive to include data on distracted driving.

Traffic Data

States constantly strives to improve the quality, accessibility, and integration capabilities of their traffic records information systems (crash data, roadway inventory, citation/adjudication, EMS/injury control, driver license/driver history, and vehicle registration). Efforts to improve its traffic data systems led the Florida DOT Safety Office requested to host two traffic records technical assessments in 2011 to provide recommendations for improvements to Florida's traffic records information systems:

- FHWA Crash Data Improvement Program (CDIP) Assessment
- NHTSA Traffic Records Assessment (TRA)

Using the 2011 assessment results as an impetus, the Florida Traffic Records Coordinating Committee (TRCC) developed a five-year Traffic Safety Information System (TSIS) Strategic Plan in 2012 to provide a blueprint for measuring progress towards advancing the accessibility, accuracy, completeness, timeliness, and uniformity of Florida's traffic records information systems and strengthening the TRCC program. The plan also provides Florida agencies with a common basis for moving ahead with traffic records systems upgrades, integration, and data analysis required to conduct highway safety analyses.

Implementation of the Florida TSIS Strategic Plan will improve the quality and accessibility of the State's traffic safety data. Better data will assist Florida's safety stakeholders with problem identification and evaluation of their strategies, programs, and initiatives.

Strategies for Traffic-Related Safety

The Department, in partnership with all segments of Florida's traffic safety community, will strive to ensure the objective related to reducing highway fatalities and serious injuries is achieved through the following actions:

Aggressive Driving

- Support and promote effective law enforcement efforts to reduce aggressive driving
- Increase training and education on the problem of aggressive driving
- Identify initiatives within engineering to reduce instances of aggressive driving

Intersection Crashes

- Increase safety of intersections for all users
- Identify systemic intersection safety improvements, update the Intersection Safety Plan and encourage implementation at the local level
- Promote improved access management at the State and local level
- Consider including safety in the planning/value engineering manual
- Update policies, guidelines, handbooks, and training based on the Highway Safety Manual (HSM)
- Increase education programs designed to provide targeted information to drivers
- Increase targeted enforcement activities at high crash locations and increase public education on intersection safety

Vulnerable Road Users (pedestrians, bicyclists, and motorcyclists)

- Increase awareness and understanding of safety issues related to Vulnerable Road Users

- Increase compliance with traffic laws and regulations related to pedestrian and bicycle safety through education and enforcement
- Develop and use a systemic approach to identify locations and behaviors prone to pedestrian and bicycle crashes and implement multidisciplinary countermeasures
- Encourage adequate funding levels for effective pedestrian and bicycle safety programs and initiatives
- Promote, plan, and implement built environments (urban, suburban, and rural) which encourage safe bicycling and walking
- Support national, state, and local legislative initiatives and policies that promote bicycle and pedestrian safety
- Collect and analyze data on motorcycle crashes, injuries, and fatalities and provide local and state agencies with the best available data to make appropriate and timely decisions that improve motorcycle safety in Florida
- Manage motorcycle safety activities in Florida as part of a comprehensive plan that includes centralized program planning, implementation, coordination, and evaluation to maximize the effectiveness of programs and reduce duplication of effort
- Promote personal protective gear and its value in reducing motorcyclist injury levels and increasing rider conspicuity
- Ensure persons operating a motorcycle on public roadways hold an endorsement specifically authorizing motorcycle operation
- Promote adequate rider training and preparation to new and experienced motorcycle riders by qualified instructors at state-approved training centers
- Reduce the number of alcohol, drug, and speed related motorcycle crashes in Florida
- Support legislative initiatives that promote motorcycle-related traffic laws and regulations
- Ensure state and local motorcycle safety programs include law enforcement and emergency services components
- Incorporate motorcycle-friendly policies and practices into roadway design, traffic control, construction, operation, and maintenance
- Increase the visibility of motorcyclists by emphasizing rider conspicuity and motorist awareness of motorcycles
- Develop and implement communications strategies that target high-risk populations and improve public awareness of motorcycle crash problems and programs

Lane Departure Crashes

- Improve engineering practices to reduce lane-departure crashes
- Improve law enforcement practices to better capture data related to lane-departure crashes
- Increase public education to reduce lane-departure crashes
- Partner with emergency responders to reduce severity of lane-departure crashes

Impaired Driving

- Improve DUI Enforcement
- Improve Prosecution and Adjudication of Impaired Driving Cases
- Improve the DUI Administrative Suspension Process
- Improve Prevention, Public Education, and Training
- Improve the Treatment System (i.e., DUI programs, treatment providers, and healthcare providers)
- Improve Data Collection and Analysis
- Enhance Impaired Driving Legislation

At-Risk Drivers (aging road users and teens)

- Manage and evaluate aging road user safety, access, and mobility activities to maximize the effectiveness of programs and resources
- Provide the best available data to assist with decisions that improve aging road user safety, access, and mobility
- Provide information and resources regarding aging road user safety, access, and mobility
- Inform public officials about the importance of and need to support national, state, regional, and local policy and program initiatives which promote and sustain aging road user safety, access, and mobility
- Promote and encourage practices that support and enhance aging in place (i.e., improve the environment to better accommodate the safety, access, and mobility of aging road users)
- Enhance aging road user safety and mobility through assessment, remediation, and rehabilitation
- Promote safe driving and mobility for aging road users through licensing and enforcement

- Promote the safe mobility of aging vulnerable road users (pedestrians, transit riders, bicyclists, and other non-motorized vehicles)
- Promote the value of prevention strategies and early recognition of at-risk drivers to aging road users and stakeholders
- Bridge the gap between driving retirement and mobility independence (i.e., alternative transportation mobility options, public transportation, and dementia-friendly transportation)
- Expand the network of concerned individuals to build recognition and awareness as it relates to teen driver safety and supports the Florida Teen Safe Driving Coalition
- Create a safe driving culture for teen drivers through outreach and education
- Support initiatives that enhance safe teen driving related traffic laws and regulations

Distracted Driving

- Increase public awareness and outreach programs on distracted driving
- Encourage companies, state agencies, and local governments to adopt and enforce policies to reduce distracted driving in company and government vehicles
- Support legislative initiatives that enhance distracted driving-related traffic laws and regulations
- Support Graduated Driver's License (GDL) restrictions to reduce distracted driving behaviors in teen drivers
- Increase law enforcement officer understanding of Florida traffic crash report distracted driving data collection
- Educate law enforcement, judges, and magistrates on the existing laws that can be applied to distracted driving (careless driving)
- Deploy high-visibility enforcement mobilizations on distracted driving subject to appropriate/future legislation

Traffic Data

- Provide ongoing coordination in support of multiagency initiatives and projects which improve traffic records information systems
- Develop and maintain complete, accurate, uniform, and timely traffic records data
- Provide the ability to link traffic records data
- Facilitate access to traffic records data
- Promote the use of traffic records data

SAFETY OF SEAPORT, RAIL, PUBLIC TRANSIT AND PUBLIC AIRPORT FACILITIES

Seaports

In fiscal year 2011, 13.5 million cruise passengers embarked and disembarked from Florida's ports. In addition, Florida ports handled over 100 million tons of commodities with a value of nearly $83 billion. Over the last several years, Florida's seaports have experienced significant increases in security costs.

Since September 11, 2001, cargo and passenger safety and security have become increasingly important issues to local governments and port authorities that own and operate Florida's seaports. Port security costs, from Florida's 14 deep-water ports, were $12.3 million annually pre-9/11, and grew to $46.8 million in 2005. Seaports are required to develop, design, and deploy enhanced security systems to control and protect both land-side and sea-side access to meet both state and federal security requirements. Seaports work directly with the Florida Department of Law Enforcement and federal agencies such as the Coast Guard to ensure conformance with these requirements. The Department of Transportation does not track nor have incident information for seaports. Seaports spend a great deal of attention and funds on safety and security including the deployment of on-port law enforcement officers and access approval and monitoring.

Rail

As of November 2012, Florida has a total of 4,909 at-grade crossings, of which 3,633 are public and 276 are private. Approximately 80 percent of Florida's public at-grade crossings are equipped with active warning devices compared to approximately 50 percent nationally. Both crashes and fatalities at crossings declined 88 percent between 1977 and 2011. This occurred despite an increase in exposure because of increased highway traffic and operational changes which have resulted in more trains on fewer rail lines. In 2011, there were:

- Seven highway-rail grade crossing fatalities
- Fifteen highway-rail crossing injuries
- Twenty-six pedestrian-trespassing fatalities
- Seventeen pedestrian trespassing injuries

Approximately 80 percent of Florida's public at-grade crossings are equipped with active warning devices compared to approximately 50 percent nationally.

The Department uses the latest technology and techniques such as those for grade crossing safety improvements and grade crossing consolidation. Public information is one of the most effective methods in reducing grade crossing incidents. Florida participates in Operation

Lifesaver, a non-profit organization dedicated to reducing the number of collisions, deaths, and injuries at rail-highway crossings and on railroad rights-of-way through public awareness campaigns.

There were 259 train derailments in 1977, the year before the Department began its railroad safety inspection program. Derailments have declined to an average of 13 per year over the last 5 years, most of which occur in industrial yard tracks and result in little damage. During the years 2001 to 2011, 52 derailments occurred with speeds exceeding 20-miles per hour. Annually, the Department performs safety inspections on 5,000 miles of track, 3,000 turnouts, 14,000 freight cars, and 500 locomotives, and observes 1,000 operating practices. These inspections supplement those conducted by the railroads, which have the primary responsibility for safe operations.

Public Transit

The majority of Florida's public transportation systems operate on the roadway system; therefore, roadway incidents can impact the operation of transit services and on-time performance. Similarly, incidents with motorbuses in the roadway can impact the flow of traffic in the vicinity. **Table 1** highlights the number of incidents, injuries and fatalities of the ten largest transit agencies in Florida for 2011. Incidents like these impact the operation of not only these agencies, but also of the motoring public.

Table 1: Florida Transit Safety Data, Top Ten Agencies in 2011

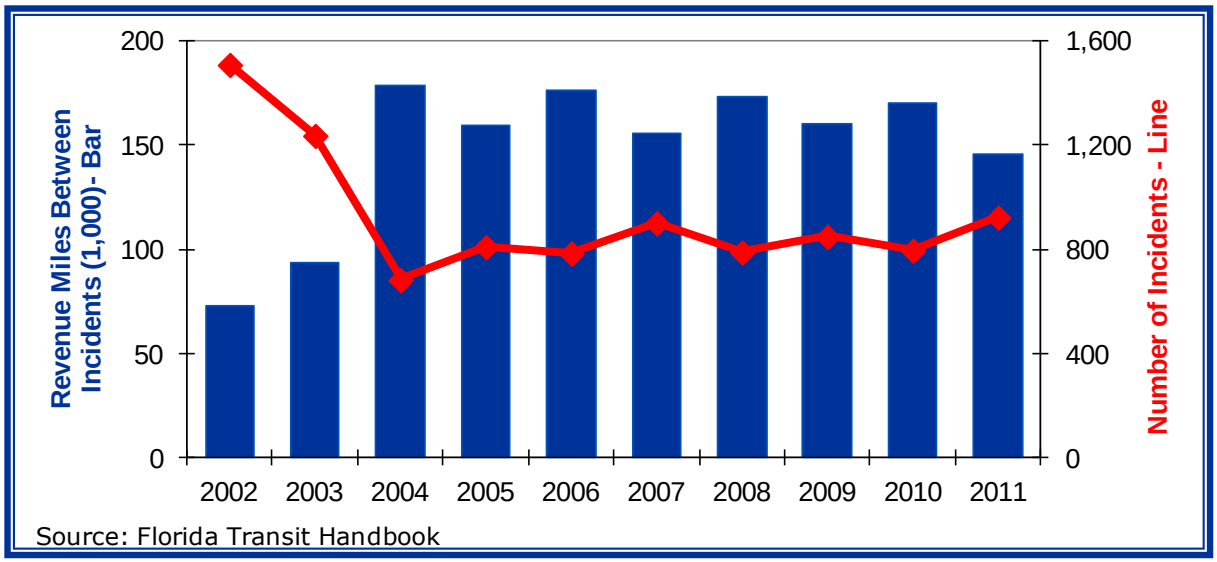
Mode	Number of Incidents	Fatalities	Injuries	Total Property Damage ($1000)
Motorbus	271	11	582	1,898.4
Demand Response	40	0	53	222.2
Commuter Rail	0	0	0	0
Heavy Rail	3	0	0	35
Automated Guideway	1	0	0	3.5
Vanpool	0	0	0	0
Light Rail	0	0	0	0
Total	315	11	635	2,159.1

Source: National Transit Database.

The number of incidents had been on the rise from 1997 to 2001, but experienced a sharp decrease beginning in 2002. The probable cause for the drop was a change in the threshold for reporting. In 2011, 925 incidents were reported on Florida's fixed route transit service (**Figure**

22). Motorbus collision incidents accounted for 86 percent of all transit collision incidents in Florida. This is to be expected since motorbuses serve approximately 83 percent of public transit passenger trips in Florida in 2011. Revenue miles of service between incidents decreased to 145,400 in 2011. For the top ten transit agencies[1] in Florida, 315 collisions occurred resulting in 11 fatalities and 635 injuries in 2011. Property damage caused by those collisions was estimated to be $2.159 million (**Table 1**).

Figure 22: Florida Fixed Route Transit Incidents 2002 to 2011



Aviation Facilities

Florida has 19 commercial service airports serving 69 million passengers in 2011. During the years of 2002 through 2012, Florida experienced 261 fatal aircraft accidents, with a high of 36 in 2002 and a low of 16 in 2010. The average number of fatal incidents was 24 per year. In 2012, 94 accidents (17 fatal) occurred in Florida which resulted in 28 fatalities. There is a downward trend in fatal aircraft incidents from year to year.

The Department, the Federal Aviation Administration (FAA), and local governments share complementary aviation safety responsibilities in Florida. The FAA regulates aircraft, aircraft operations, and pilots. The FAA also places specific safety requirements, such as crash, fire and rescue facilities, on airports before permitting commercial airline operations at an airport.

[1] The top ten agencies, based on ridership, are Miami-Dade, Broward County, Jacksonville, Hillsborough Area Regional Transit Authority (HART) in Tampa, LYNX in Orlando, Pinellas Suncoast Transit Authority (PSTA), Palm Tran, Regional Transit System (RTS) in Gainesville, StarMetro Transit in Tallahassee, and South Florida Regional Transportation Authority (SFRTA).

The Department, the FAA, and local governments also share airspace safety responsibilities in Florida. The Department and local governments are responsible for permitting structures throughout the state which may impact aviation safety, while the FAA assures aircraft flight paths stay clear of structures.

As of December 2012, Florida had a total of 779 (public, private and military) aviation facilities. More than half (62%) are airports and another one-third (37%) are heliports. Of these, Florida has 128 public-use facilities and 1 joint-use facility poised to meet general aviation needs that provide critical service to their communities. The Department regulates Florida's 128 public-use airports through permitting, safety inspection and licensing. Florida's 650 private-use facilities are registered on-line with the Department.

Strategies for Safety of Seaport, Rail, Public Transit and Public Airport Facilities

The Department will help ensure the objective related to reducing highway fatalities and serious injuries is achieved through these actions:

- Continue to conduct public education campaigns for awareness of rail-highway crossing safety and support the Operation Lifesaver program
- Conduct research into innovative highway safety devices, including those which prohibit motorists from driving around rail-highway crossing warning systems, and work with appropriate agencies to incorporate research results into program development
- Identify hazardous roadway locations and features, including those at rail-highway crossings, and establish priorities to correct them
- Continue to conduct annual safety inspections of public-use aviation facilities

OBJECTIVE: Update emergency response plans and readiness procedures for disaster response and conduct regular training exercises

Transportation security involves entities outside of the transportation field and requires close coordination and effective working relationships with adequate support at all levels. Emergency management, including preparedness planning, response and recovery activities, is primarily the responsibility of the Florida Division of Emergency Management within the Executive Office of the Governor, at the state level and of local governments at the local level, working as a team with emergency responders and agencies at federal, state and local levels as well as private sector and volunteer organizations. Security lead roles involve the U.S. Department of Homeland Security/Transportation Security Administration, other designated federal agencies, and the Florida Department of Law Enforcement, with the Florida Highway Patrol's (FHP)

Commercial Vehicle Enforcement (CVE) and other transportation partners in a shared role focused on improving security of the transportation system.

The FHP/CVE law enforcement activities directed at commercial vehicle operations in general are a crucial element of domestic security. The officer's specialized knowledge of what constitutes normal activities related to commercial vehicle operations allows for the ability to recognize abnormal activities, worthy of closer scrutiny. Activities of the FHP/CVE personnel directly related to domestic security include inspection of vehicles transporting, or suspected of transporting, hazardous materials. Such enforcement activities include inspection of shipping papers, placards, markings, packaging and proper loading of hazardous materials containers. Drivers are scrutinized to ensure they are properly licensed, qualified to drive vehicles transporting hazardous materials, and properly employed by the trucking company.

Domestic security visits to motor carriers and shippers of hazardous materials are conducted to ensure compliance with the regulations and to provide education and training to carriers on how to secure their trucks and terminals. This domestic security awareness program is designed to reduce the likelihood such materials and vehicles are used as a weapon. Leads on suspected drivers and other carrier employees have been referred to the Federal Bureau of Investigation (FBI) and the Florida Department of Law Enforcement for follow up investigation.

Due to the transfer of the OMCC from the Department to FHP in July 2011, the Emergency Management Office now serves as the main conduit for Domestic Security Issues. In supporting these efforts, the Department's Domestic Security Coordinator's core responsibility focuses on conducting vulnerability assessments on Department's critical assets and assisting the Florida Fusion Center as an Intelligence Liaison Officer. The EMO's Emergency Coordination Officer and Domestic Security Coordinator also serves on the Regional Domestic Security Task Force Team as well as Florida's Domestic Security Oversight Board's Executive Committee.

Strategies for Security

The Department will help ensure the objective related to emergency response and readiness is achieved through these actions:

- Include a security improvement component with accountability measures in all aspects of transportation, from planning through implementation and operations
- Implement security policies and strategies to deter and respond to attacks on the transportation system and to deter use of the system to carry out attacks against domestic targets, while maintaining the intended function of the system

- Increase the use of intelligent transportation systems technology as a tool to improve transportation safety and security
- Improve compatibility of communications and other critical equipment used by the Florida Department of Transportation and federal, state, and local safety and security responders
- Support safe and efficient mobility for affected people, freight, services, and response personnel before, during, and after emergencies through appropriate connectivity among all elements of the transportation system
- Ensure national security transportation needs involving Florida's military facilities can be met during normal and elevated security periods in future planning for the Strategic Intermodal System, including those which are part of the federal Strategic Highway Network (STRAHNET) or the federal Strategic Rail Corridor Network (STRACNET)
- Approve General Aviation Airport Security Plans pursuant to Chapter 330, Florida Statutes
- Provide on-line airport security training to public-use aviation facility staff members
- Conduct general aviation airport security assessments to focus funding spent on airport security infrastructure
- Conduct vulnerability assessments on Department's critical infrastructures as mandated by F.S., 943.0311
- Participate in the Florida Fusion Center to maintain situational awareness