Florida Department of Transportation

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# 2015 Highway Safety Matrix

Purpose: The county and city matrices were designed to provide FDOT traffic safety planners an objective, data-driven tool to rank traffic safety projects. Both counties and cities are divided into three population groups. The numbers in each matrix represent where counties or cities rank within their population group in a particular program area, with "1" representing the worst crash rate, as described below. For example, the "4" next to Leon indicates they are ranked 4th in impaired related crashes among the 24 counties in Group 1. The top 25% has been highlighted in each population group by program area.

Note that despite the reduction in fatal and injury crashes occurring over the past several years, the range of numbers appearing in the matrix does not change, because counties and cities are being compared to each other on a relative basis.

Measures used: The rankings in the county and city matrices are based on rates of fatalities plus injuries over a five-year period; in this case FY 2015 rankings reflect 2009-2013 data. County and City matrices are based on 100% per capita basis. Inmate populations are excluded in the calculations.

Specific measures for each column in the matrix are as follows:

- **Total Fatalities and Injuries (F&I)** – overall fatalities plus injuries
- **Impaired** – includes fatalities plus injuries for both Driving Under Influence and crashes where drinking was a contributing circumstance
- **Bicycle Related** – bicycle related fatalities plus injuries
- **Motorcycle Related** – motorcycle related fatalities plus injuries
- **Pedestrian Related** – pedestrian related fatalities plus injuries
- **Speed Related** – speed related fatalities plus injuries
- **Occupant Protection** –fatalities plus injuries among drivers and passengers who were both not using safety equipment and were subject to the seat belt law
- **Aggressive Driving** – fatalities plus injuries in crashes where two or more of certain moving violations (includes careless driving, improper passing, and several others) were cited
- **Teen Drivers** – fatalities plus injuries among drivers aged 15-19, excluding bicyclists and motorcyclists
- **Drivers 65+** – fatalities plus injuries among older drivers, excluding bicyclists and motorcyclist.

Impaired, speed, and aggressive driving are treated as causal factors, so that all individual fatalities and injuries involved in a single crash are counted. On the other hand, bicycle, motorcycle, pedestrian, and drivers 15-19 or 65+, plus individuals not using seat belts are only counted once per crash in the appropriate area.

Data Sources – FDOT's CAR database was used as the data source in the county and city matrices for fatalities and injuries. The University of Florida, Bureau of Economic and Business Research, was used as the source for population estimates to get per capita numbers.

Subjectivity of crash data used: It is important to realize that some of the measures cited above are more subjective than others. Total F&I, the Bicycle, Motorcycle, and Pedestrian F&I areas, Teen Drivers, and Drivers 65+ are relatively objective, as they are only based on crash victims. The other areas are all dependent on how thorough investigating officers are in documenting crash circumstances. It is quite likely there are differences among jurisdictions in this regard.

Other data limitations: County rankings are based on crashes occurring both inside and outside cities and municipalities and may involve different investigating agencies, including the Florida Highway Patrol, which does much of the enforcement in rural areas.

City crashes are much more subject to errors involving location. In some instances, crash investigators either are unaware of their exact location or write down the wrong DHSMV city code. The FDOT Safety Office's Crash Records Section identifies many of the location errors made on state roads. These corrections are reflected in crashes in the CAR database, but many errors can remain.

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