

# Florida Strategic Highway Safety Plan



FATALITIES

DRIVING  
DOWN  
FATALITIES

0

November 2012



# Letter from Governor Rick Scott



**RICK SCOTT**  
GOVERNOR

## Greetings:

Those of us who call Florida home and the millions of people who visit our State know Florida is special. From our boundless sunshine to our beautiful beaches and exciting theme parks, we offer residents and visitors a unique place to live, work, and play. Ensuring we have an efficient and safe roadway transportation system is key to the quality of life we enjoy in Florida.

I am pleased to join with our safety partners from around the state in supporting the Federal Highway Administration's initiative *Towards Zero Deaths*. Florida's 2012 Strategic Highway Safety Plan (SHSP) is our road map to reach that destination.

With more than 19 million residents and nearly 84 million annual visitors traveling on more than 121,000 miles of roads, it is a challenge to ensure the safety of Florida's traveling public. This is an inter-agency plan to address the challenge by focusing on engineering, enforcement, education, and emergency response solutions.

Florida's 2012 Strategic Highway Safety Plan will build on and continue the success we have seen since the implementation of our 2006 plan, which helped Florida achieve a 27 percent reduction in motor vehicle fatalities and a 23 percent drop in associated serious injuries.

I want to thank the hundreds of stakeholders throughout Florida who work tirelessly on traffic safety improvement programs and projects. Local, state, and Federal government agencies, law enforcement officers, courts, planning organizations, advocacy groups, universities, private companies, and concerned citizens will implement this important plan over the next five years.

I ask all Floridans to do their part in keeping our roadways safe. Whether you drive, walk, ride, or bike, remember, safety doesn't happen by accident; be alert today and alive tomorrow. Pay attention, read the signs, and learn the rules. Together, we can make a positive difference in the lives of our citizens and visitors.

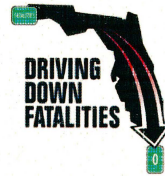
Sincerely,

Rick Scott  
Governor





# 2012 Florida Strategic Highway Safety Plan (SHSP)



## Partner Pledge

Florida, long known as the Sunshine State, projects an image of limitless possibilities for residents and visitors alike. The beauty of our beaches, the unique nature of the environment, and the numerous educational and entertainment opportunities all make Florida a desirable place to live, work, and visit. We want to ensure that positive image is reflected on our roads and highways with a traffic safety record that is among the best in the nation.

We are stating our support for the goals in the 2012 Strategic Highway Safety Plan (SHSP), which will move Florida "toward zero traffic fatalities." We believe zero fatalities can be achieved because it is already the personal goal for virtually every road user who wants to get to and from their destination safely without incident. Implementation of the SHSP will help these road users keep that personal goal of staying safe while driving, walking, or riding in our state.

We recognize it takes more than words to improve safety. Florida has made tremendous progress in reducing the number of traffic fatalities and serious injuries since adoption of the 2006 SHSP. We will do our part to make sure that trend continues in the future and pledge to do the following:

- Sign on to lead strategies and action steps that relate to the work of our agency or organization;
- Provide the necessary support and resources to implement portions of the SHSP;
- Actively participate in SHSP events and initiatives; and
- Serve as safety ambassadors by promoting the SHSP and its goals whenever and wherever possible.

Signed by:

*David C. Hawk*

for Martin Knopp, Division Administrator  
Federal Highway Administration

*James Gregg*

James Gregg, Division Administrator  
Federal Motor Carrier Safety Administration

*Pam Stewart*

Pam Stewart, Commissioner  
Florida Department of Education

*John H. Armstrong*

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# Introduction and Background

## THE 2012 SHSP UPDATE PROCESS

The Florida Department of Transportation (FDOT), in partnership with the Federal Highway Administration (FHWA) and representatives from all segments of Florida's traffic safety community, developed the 2012 Strategic Highway Safety Plan (SHSP). Florida's SHSP is a statewide, data-driven plan that addresses the "4 E's" of safety – engineering, enforcement, education, and emergency response. To update the SHSP, Florida followed a process similar to the update effort used for the 2006 SHSP. The first task was to revisit the SHSP emphasis areas to decide, through a careful review of the data, whether to make any changes. In October 2011, the SHSP Executive Committee reviewed the data and selected the following eight Emphasis Areas for the 2012 SHSP update:

1. Aggressive Driving;
2. Intersection Crashes;
3. Vulnerable Road Users (pedestrians, bicyclists, and motorcyclists);
4. Lane Departure Crashes;
5. Impaired Driving;<sup>1</sup>
6. At-Risk Drivers (aging road users and teens);<sup>%</sup>
7. Distracted Driving;<sup>%</sup> and
8. Traffic Data.<sup>%</sup>

Two of the selected emphasis areas, impaired driving and traffic data, were Continuing Priority Areas in the 2006 SHSP. In the case of the distracted driving emphasis area, public attitude drove the selection. Surveys conducted by the Department of Highway Safety and Motor Vehicles (DHSMV) found Floridians believe distracted driving is a major problem, a conclusion supported by a number of national studies. Specific data were not available on

distracted driving because previously it was reported on the Florida crash form under careless driving. With the 2011 revision in the crash form, there is an explicit category and reporting codes for distracted driving and law enforcement agencies now collect this important data.

Florida also will focus on three Continuing Priority Areas not listed as emphasis areas in the plan, including occupant protection, commercial vehicles, and work zone safety. These important areas will continue to receive attention from FDOT and its safety partners through existing programs and initiatives.

The Vision and Mission from the 2006 SHSP were retained:

- **Vision:** To provide a safer surface transportation system for residents, businesses, and visitors; and
- **Mission:** The State of Florida, utilizing engineering, enforcement, education, and emergency response, will focus resources where opportunities for safety improvements are greatest.

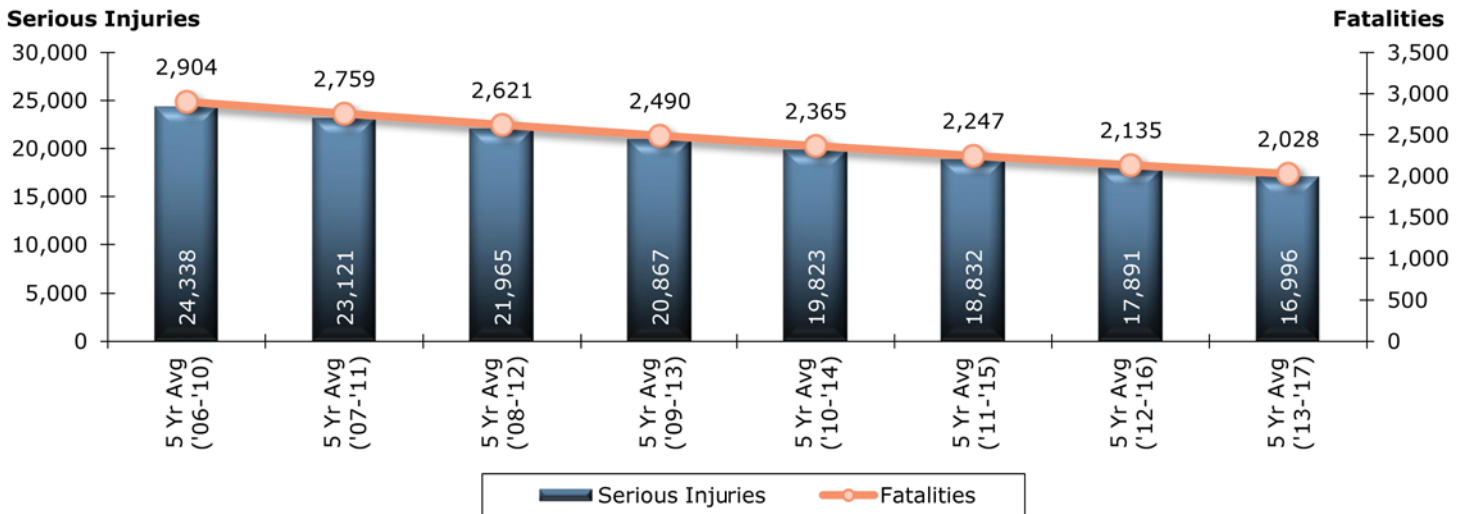
However, the plan's goal was changed to achieve a five percent annual reduction in the actual number of fatalities and serious injuries rather than a reduction in the rate. Using the five-year averages from 2006 to 2010 as a baseline, the 2012 SHSP goal is to reduce fatalities from 2,904 to 2,028 for 2013 to 2017, and reduce serious injuries from 24,338 (2006 to 2010) to 16,996 for 2013 to 2017. Figure 1 shows a five percent annual reduction in fatalities and serious injuries from the 2006 to 2010 five-year average.

An SHSP Support Team, which included staff from the FDOT Safety Office and members of the consultant team, oversaw and provided support for the update process. Emphasis area teams comprised of diverse, multidisciplinary safety partners were formalized and a "4 E" lead was selected for each emphasis area based on which "E" figures most prominently in the

<sup>1</sup> Designates new or elevated Emphasis Area for 2012.



**Figure 1. Five-Percent Annual Reduction in Fatalities and Serious Injuries from 2006-2010**  
*Five-Year Average*



Source: Florida DHSMV.

strategies. For example, in intersections and lane departures, the majority of strategies are engineering related and consequently an engineering lead was identified for both of these emphasis areas. The emphasis areas with existing coalitions and strategic plans include impaired driving, motorcycles, aging road users, and traffic data. As the SHSP moves forward, these emphasis areas will tie implementation of their strategic plans to the 2012 SHSP.

A statewide kickoff meeting involving interested safety stakeholders for the emphasis areas which did not have an established strategic plan was held on April 26 and 27, 2012 in Orlando. The Aggressive Driving, Intersection Crashes, Lane Departure Crashes, Vulnerable Road Users (bicycle/pedestrian only), and At-Risk Drivers (teen drivers only) emphasis area teams began the process of selecting appropriate strategies to reduce fatalities and serious injuries. Each team reviewed pertinent data and information on proven countermeasures to ensure the plan is data-driven and research-based.

The emphasis area teams worked individually on their strategies and began developing individual action plans through a series of conference call

meetings. The emphasis area team leaders met on September 11, 2012 to provide background information on their emphasis area, identify accomplishments since 2006, compare strategies, and discuss opportunities to collaborate among the teams.

Some caution is necessary when reviewing emphasis area data in the plan. In one case, data show significant decreases in fatalities and serious injuries from one year to the next. These changes may relate to revisions in the reporting process where a definition of what constitutes a crash type has changed. For instance, lane departure fatalities dropped from 1,711 in 2007 to 892 in 2008. The definition of lane departures was modified in 2008 to exclude at-intersection or influenced-by-intersection crashes leading to the large drop in fatalities.

There are also overlaps in the data among the emphasis areas. For instance, a pedestrian fatality that occurs at an intersection will show up as a fatality in both the Vulnerable Road Users and Intersection Crashes emphasis areas. A similar example would be a lane departure crash that involves a motorcyclist. As noted earlier, codes to report distracted driving



became available with the 2011 crash report update, prior to that time distracted driving was an attribute under the report's narrative section.

The 2012 SHSP was presented to the SHSP Executive Committee on October 3, 2012 for final review and approval. A signing ceremony was held on November 5, 2012 where the agency and organization representatives signed the 2012 SHSP Partner Pledge at the beginning of this document to pledge their support of the 2012 SHSP goals and commitment to the implementation process.

## SHSP LEADERSHIP

An SHSP Executive Committee composed of the 11 state and Federal agencies or organizations having safety leadership roles in Florida oversee the SHSP development and implementation processes. In 2006, the Committee signed a partnership pledge describing their commitment to the 2006 SHSP's vision, mission, and goal to ensure ongoing communication and coordination. The Executive Committee met as needed during implementation to review progress and address challenges. The dedication and support of the members of the Executive Committee helped Florida achieve tremendous progress in reducing traffic-related fatalities and serious injuries. Their leadership is a critical element in the overall SHSP process, and the Executive Committee will again sign a partnership pledge and fulfill the same role as the 2012 SHSP moves into the implementation phase. The state and Federal agencies or organizations participating in the Executive Committee include:

1. Florida Department of Education (DOE);
2. Florida Department of Health (DOH);
3. Florida DHSMV;
4. Florida DOT;
5. Florida Highway Patrol (FHP);
6. Florida Police Chiefs Association (FPCA);
7. Florida Sheriffs Association (FSA);

8. Metropolitan Planning Organization Advisory Council (MPOAC);
9. FHWA;
10. Federal Motor Carrier Safety Administration (FMCSA); and
11. National Highway Traffic Safety Administration (NHTSA).

## FLORIDA'S 2006 SHSP

Florida completed the Federal requirement to develop an SHSP as set forth by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA LU) Strategic Highway Safety Plan (SHSP) a year ahead of the October 1, 2007 deadline. The FHWA approved the SHSP in September 2006. The purpose of the 2006 SHSP was to "focus funding and other resources strategically on those problem areas where the opportunity for improvement is greatest, measured by reductions in fatalities and serious injuries."<sup>2</sup>

The planning process spanned a six-month period between March and September 2006 and involved two statewide Summits, a web-based survey, and a number of meetings of the Executive Committee, Steering Committee, and Emphasis Area Teams. Identification of the plan's emphasis areas involved a data-driven process that resulted in the selection of the following four areas:

1. Aggressive Driving;
2. Intersection Crashes;
3. Vulnerable Road Users (pedestrians, bicyclists, and motorcyclists); and
4. Lane Departure Crashes.

During the SHSP development process occupant protection, impaired driving, and traffic data and decision support systems (e.g., traffic records)

<sup>2</sup> FDOT (2006). Florida Strategic Highway Safety Plan, Florida Department of Transportation, September 2006, p. 1-1.





were identified as Continuing Priority Areas. SHSP development participants felt these three important areas were already being addressed in a comprehensive fashion and concluded that to include them would be redundant and reduce the focus on the four emphasis areas in need of attention.

The hard work and dedication of safety stakeholders in implementing the 2006 SHSP paid off. 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. According to DHSMV, the 2010 fatality rate per 100 million vehicle miles traveled (VMT) of 1.25 is the lowest since the department began calculating the rate. Figure 2 illustrates Florida’s progress on driving down fatalities and serious injuries.

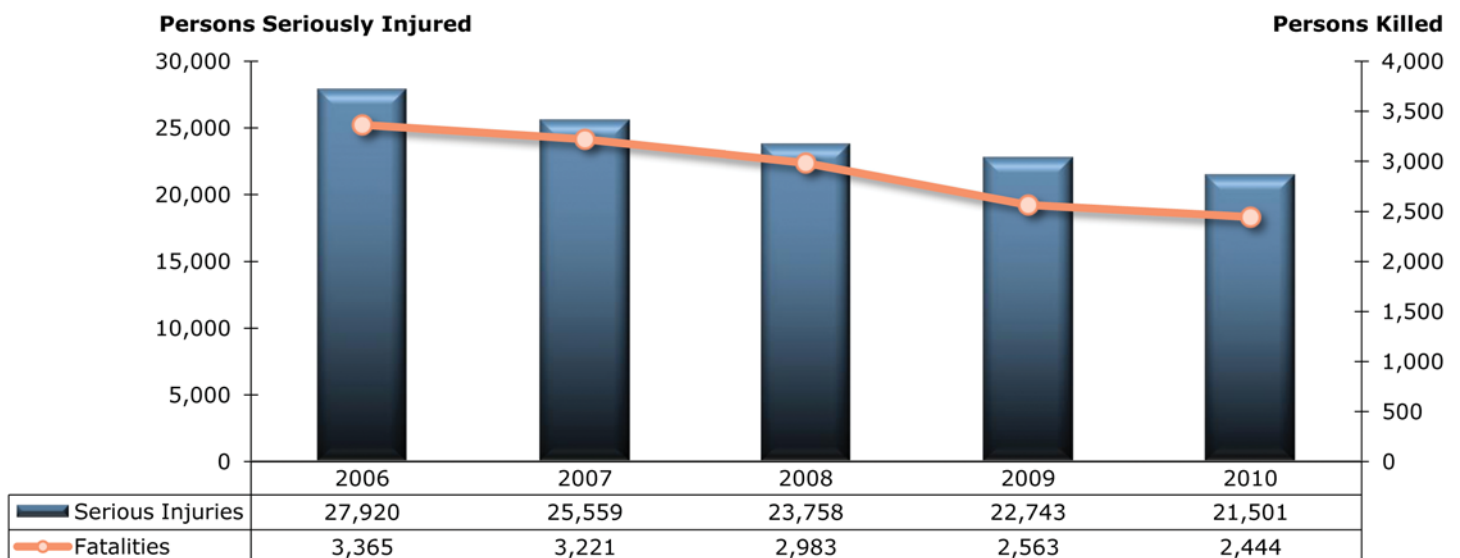
Over the past five years, the following important accomplishments contributed to the significant reductions in the State’s motor vehicle fatalities and serious injuries:

- Passed a primary safety belt law, which took effect on June 30, 2009 and achieved a use rate

that exceeded the national average for the past three years. Florida’s overall observed safety belt use rate, for drivers and passengers combined, measured a historical high of 88.1 percent in June 2011.

- Passed an Ignition Interlock law, which requires all repeat offenders and drivers with a high Blood Alcohol Content (BAC) (high BAC is .15 or above) to use an ignition interlock device (IID).
- Required motorcycle riders to complete the Basic Rider Course through the Florida Rider Training Program to receive a motorcycle endorsement on their license.
- Decreased fatal and serious injury crashes by 59 percent, fatal crashes by 27 percent, and serious injury crashes by 60 percent according to an FDOT five-year (2006-2010) before-and-after evaluation on 87 state road Highway Safety Improvement Program (HSIP) projects.
- Created diverse coalitions of safety advocates from across the State to bring down fatalities and serious injuries in the areas of motorcycle safety, impaired driving, aging road users, and traffic records.

**Figure 2. Fatalities and Serious Injuries Due to Traffic Crashes in Florida**  
2006 to 2010



Source: Florida DHSMV.



- Received the 2010 Peter O'Rourke Program of Excellence Award from the Governor's Highway Safety Association (GHSA) and the 2010 Project of the Year from the Tampa Bay Institute of Transportation Engineers for Florida's Comprehensive Motorcycle Safety Program.
- Improved safety, access, and mobility for aging road users through the efforts of the statewide Florida Safe Mobility for Life Coalition, which developed a strategic plan, conducted training and outreach, and designed a comprehensive web site.
- Improved law enforcement as evidenced by the Tallahassee Police Department, which increased DUI arrests by 58 percent resulting in an 88 percent reduction in impaired driving fatalities, and a 37 percent drop in overall fatalities. In addition, the Ocala and North Miami Beach Police Departments achieved zero impaired-driving fatalities in 2011.

In implementing the 2012 SHSP, Florida's traffic safety partners aim to continue the successes realized by the implementation of the 2006 plan. The following section provides an overview of each of the 2012 SHSP emphasis areas. Background information about the emphasis area, data which describes its challenges, and strategies the emphasis area team identified to reduce fatalities and serious injuries are presented. Accomplishments since 2006 for the four emphasis areas included in the initial SHSP (Aggressive Driving, Intersection Crashes, Vulnerable Road Users (pedestrians, bicyclists, and motorcyclists), and Lane Departure Crashes) are also detailed.

## Emphasis Area:

# Aggressive Driving

## BACKGROUND

Aggressive Driving continues as an emphasis area, having been in Florida's 2006 Strategic Highway Safety Plan (SHSP). 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. On a continuum, officers can cite a simple moving violation, careless driving for multiple violations, or reckless driving in extreme cases of observed aggressive driving. The issuing officer also can select the "Aggressive Driving" checkbox on traffic citations for data collection purposes.

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. Data collected for the AAA Foundation's fourth annual *2011 Traffic Safety Culture Index*<sup>3</sup> found 55.1 percent of respondents felt aggressive drivers were a "very serious threat" to their personal safety, and 33 percent responded they were a "somewhat serious threat." In on-line surveys of Floridians, aggressive driving is always identified in the public's top three issues of traffic safety. Special efforts to curb such behavior are warranted.

## THE CHALLENGE

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.<sup>4</sup> Male drivers between the ages 25 to 34 years 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 to 44 years.

## ACCOMPLISHMENTS

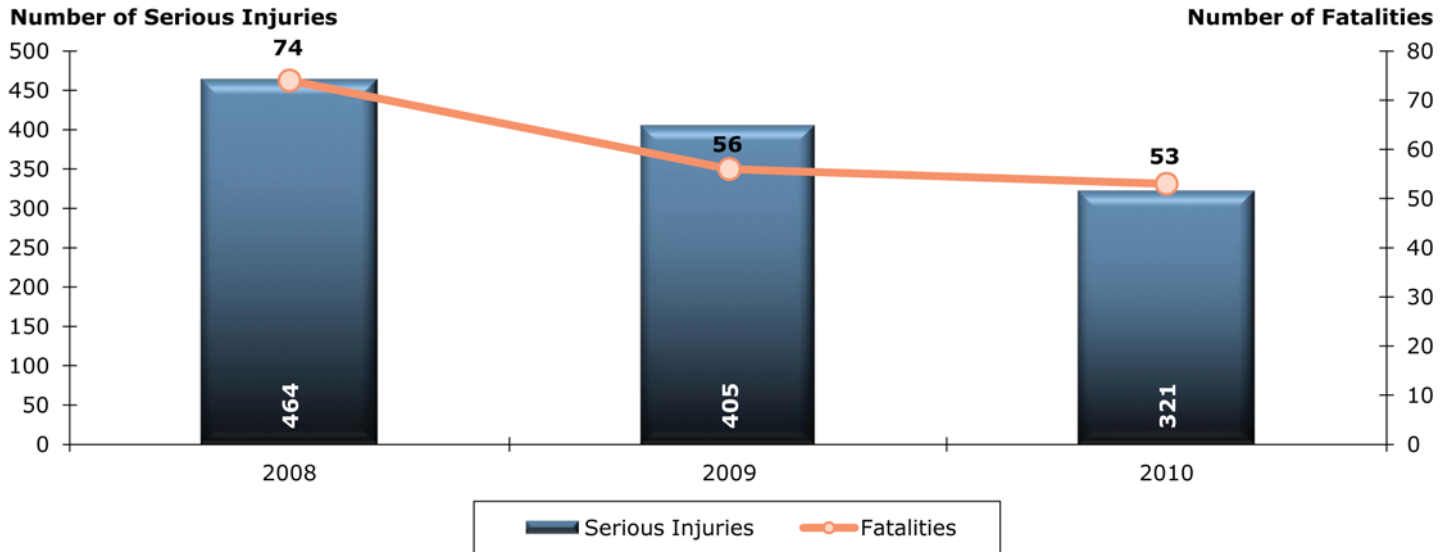
Florida has taken steps to implement aggressive driving strategies identified in the 2006 SHSP. A checkbox has been added on citations to show aggressive driving was suspected and a number of citations are now being reported. The FDOT Safety Office administers Federal funds for programs in aggressive driving which include speed control enforcement, using unconventional traffic control vehicles, and unmarked cars. Grant-funded aggressive driving enforcement at the state, county, and local level is illustrated by the following efforts. A four-day "Operation Safe Ride – Speed/Aggressive Driving" statewide program conducted by the FHP Troopers in 2009 resulted in 11,651 citations, of which 5,797 were for speed; 186 of the citations were checked for "aggressive driving." The Seminole County Sheriff's Office conducted concentrated enforcement of DUI/aggressive driving in 2009 and 2011, and Winter Springs Police Department conducted an "Unlawful Speed, Red Light, Aggressive Driving" enforcement operation in 2010. Multijurisdictional enforcement

<sup>3</sup> AAA Foundation for Traffic Safety (2012). *2011 Traffic Safety Culture Index*. Washington, D.C.: AAA Foundation for Traffic Safety. <http://www.aaafoundation.org/reports>.

<sup>4</sup> A few Florida law enforcement agencies converted to the new crash reporting system in the fourth quarter of 2010. Those crash data have not been included.



**Figure 3. Aggressive Driving Fatalities and Serious Injuries in Motor Vehicle Crashes 2008 to 2010**



Source: Florida DHSMV, 2008 to 2010.

programs for aggressive driving also have been deployed in several regions of the State.

The FHP and FDOT Safety Office also released a “Don’t Hang Out in the Left Lane” campaign to reduce aggressive driving incidences by reminding drivers that the left lane is for passing. In 2007, a Community Traffic Safety Team (CTST) conducted a two-month aggressive driving education campaign which resulted in 4,207 contacts through e-mail, brochures, flyers, and 110,000 hits on a partner agency web site. In 2008, FDOT collaborated on a FHWA project with six DOTs (Florida, Pennsylvania, Iowa, Texas, Arizona, and Washington) to assess the effectiveness of dynamic speed feedback signs on reducing speed and crashes on curves on two-lane roads; aggressive driving was a component of this project.

### CONTRIBUTION TO THE 2012 STRATEGIC HIGHWAY SAFETY PLAN GOAL

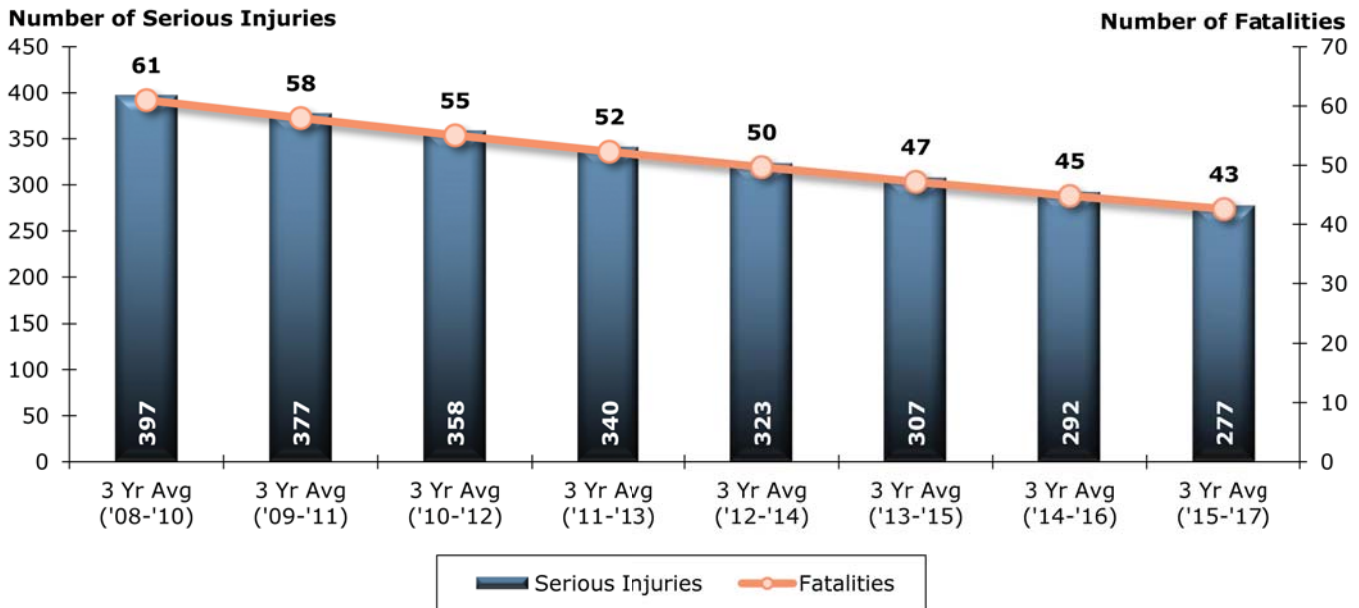
Through the implementation of the Aggressive Driving Emphasis Area Action Plan, the Aggressive Driving Emphasis Area member agencies and their partners will reduce the number of aggressive driving-related fatalities and serious injuries by five percent annually.

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 Aggressive Driving Fatalities and Serious Injuries**



Source: Florida DHSMV, 2012.

## STRATEGIES

The Florida SHSP Aggressive Driving Emphasis Area team identified the following three strategies:

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

The lead “E” selected for the Aggressive Driving Emphasis Area to ensure the action plan is focused and stays on track is **Enforcement**.

## Emphasis Area:

# Intersection Crashes

## BACKGROUND

Nearly 29 percent of the statewide traffic fatalities, which occurred from 2006 to 2010 are intersection related. Crashes which occur at or within 250 feet of signalized and unsignalized intersections are defined as 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.

## THE CHALLENGE

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.<sup>5</sup> Intersection-related fatalities and serious injuries have declined from 12,796 in 2006 to 9,200 in 2010 (Figure 5).

<sup>5</sup> A few Florida law enforcement agencies converted to the new crash reporting system in the fourth quarter of 2010. Those crash data have not been included.

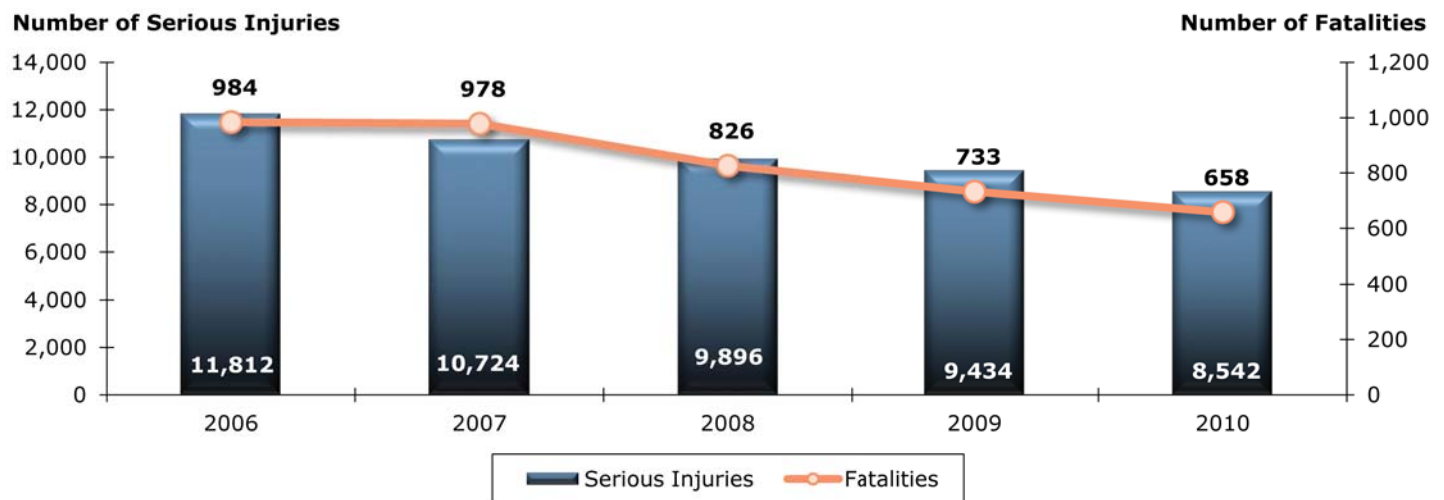
## ACCOMPLISHMENTS

In 2006, the Florida Department of Transportation (FDOT) developed an Intersection Safety Implementation Plan to lay out a more detailed strategy to improve intersection safety. Implementation of the plan included several significant improvements. Most of these improvements were made on state maintained roadways.

Based on research of best practices and input from FHWA, FDOT adopted new intersection signal designs which included requirements for a signal head per lane, retroreflective backplates, and no diagonal signal head displays. The new signal designs were adopted as policy for all new state road designs and are detailed in the Plans Preparation Manual. FDOT encourages local agencies to adopt the new intersection signal designs on their projects.

In addition to the traditional approach to implementing intersection improvements which uses crash data to identify high-crash locations and implement countermeasures specific to the

**Figure 5. Intersection Crash Fatalities and Serious Injuries 2006-2010**



Source: Florida DHSMV, 2006 to 2010.

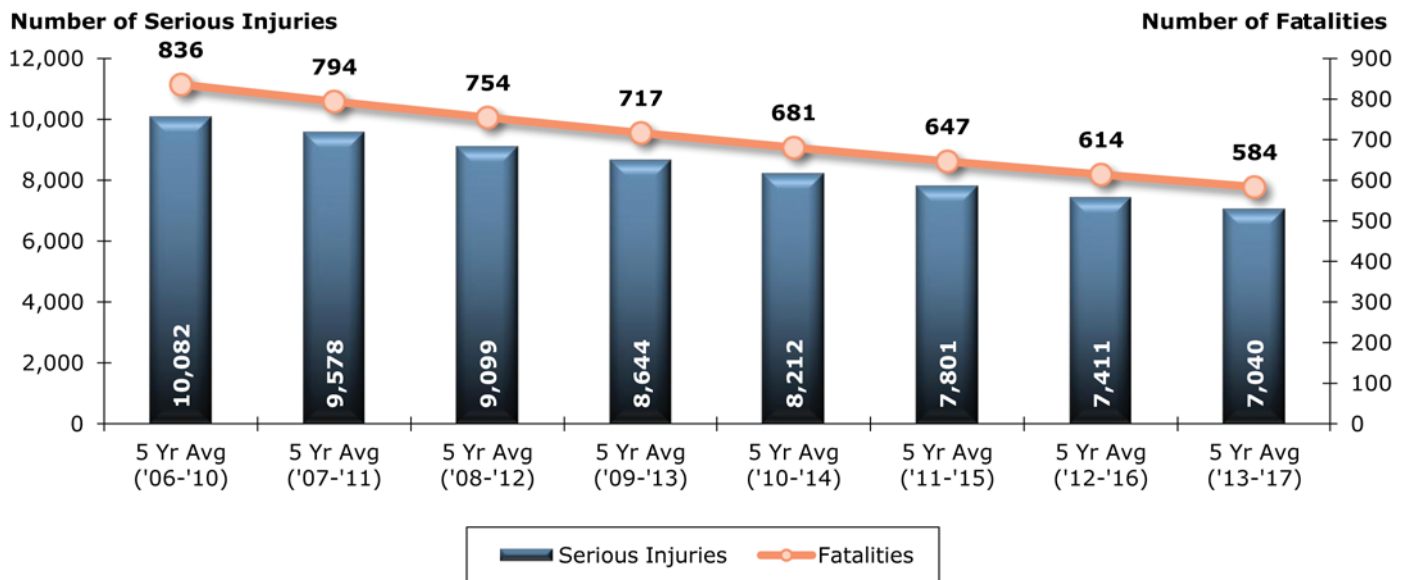


location, FDOT began using a systemic approach to achieve the intersection crash reduction goal. This approach starts with a set of low-cost, effective countermeasures and searches the crash data system to identify intersections where the countermeasures can be deployed in a cost-effective manner. The first use of the systemic approach focused on stop sign control on side streets of high-speed divided highways. The systemic approach was adopted as FDOT policy in 2009. To address pedestrian-related crashes at intersections FDOT began encouraging the Districts to review signal timing for pedestrians. Techniques deployed include setting appropriate walk times, and use of advanced pedestrian or pedestrian-only phases.

## CONTRIBUTION TO THE 2012 STRATEGIC HIGHWAY SAFETY PLAN GOAL

Through the implementation of the Intersection Crashes Emphasis Area Action Plan, the Intersection Crashes Emphasis Area member agencies and their partners will 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 Intersection Crash Fatalities and Serious Injuries**



Source: Florida DHSMV, 2012.



## STRATEGIES

The Florida SHSP Intersection Crashes Emphasis Area identified the following seven strategies:

- 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; and
- Increase targeted enforcement activities at high-crash locations and increase public education on intersection safety.

The lead “E” selected for the Intersection Crashes Emphasis Area to ensure the action plan is focused and stays on track is **Engineering**.



## Emphasis Area:

# Vulnerable Road Users/ Bicycles and Pedestrians

## BACKGROUND

The Vulnerable Road Users Emphasis Area addresses crashes involving bicyclists, pedestrians, and motorcyclists. In the 2006 SHSP, this Emphasis Area Team focused on providing local and state agencies with the data, skills, and tools to identify effective safety countermeasures in the “4 E’s” (engineering, education, enforcement, and emergency response); making strategic safety investments and focusing resources where opportunities for safety improvements are greatest for vulnerable road users; and establishing mobility strategies consistent with safety for these users. The challenges presented by vulnerable road users may be similar, but the solutions are often unique to a specific user type. In the following sections bicyclists and pedestrians will be discussed together and motorcyclists will be discussed separately.

## THE CHALLENGE

Between 2006 and 2010, 534 bicyclists died in traffic crashes on Florida roads and highways, and 3,744

were seriously injured.<sup>6</sup> Bicycle fatalities and serious injuries have declined from 928 in 2006 to 800 in 2010. The majority of fatally injured bicyclists belong to the 45-54 age group followed by 35-44; 90 percent of the fatalities were male.

The 10 counties in Florida with the highest number of bicycle fatalities during this time period were: Broward, Miami-Dade, Orange, Palm Beach, Hillsborough, Duval, Pinellas, Lee, Pasco, and Alachua. These counties represented 61 percent of bicycle fatalities from 2006 through 2010 (Figure 7).

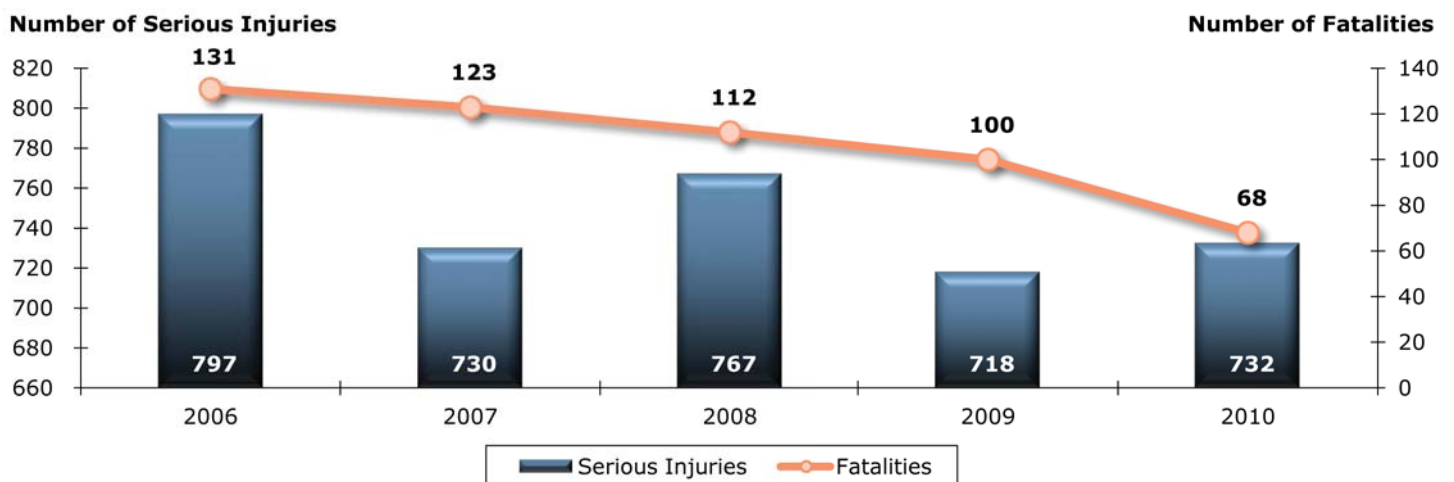
Between 2006 and 2010, 2,520 pedestrians<sup>7</sup> died in traffic crashes on Florida roads and highways, and a staggering 8,504 were seriously injured.<sup>8</sup> Pedestrian

<sup>6</sup> A few Florida law enforcement agencies converted to the new crash reporting system in the fourth quarter of 2010. Those crash data have not been included.

<sup>7</sup> Bicycle crashes not included.

<sup>8</sup> A few Florida law enforcement agencies converted to the new crash reporting system in the fourth quarter of 2010. Those crash data have not been included.

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

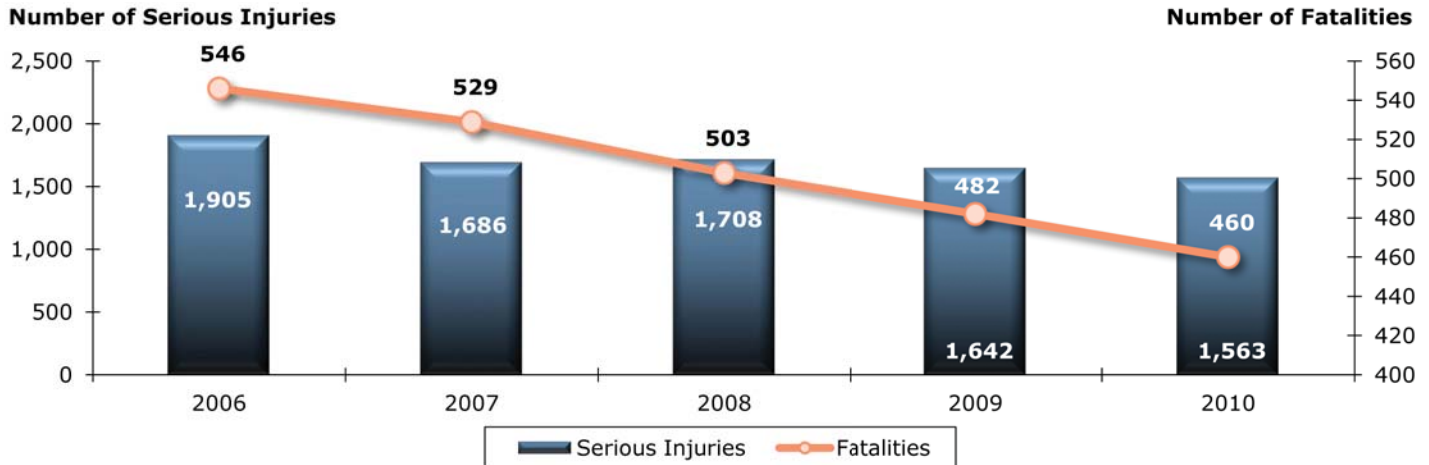


Source: Florida DHSMV, 2006 to 2010.

Note: Bicycle passengers included.



**Figure 8. Pedestrian Fatalities and Serious Injuries**  
2006 to 2010



Source: Florida DHSMV, 2006 to 2010.

fatalities and serious injuries declined from 2,451 in 2006 to 2,023 in 2010 as shown in Figure 8. Male drivers between the ages 25-34 years represented the highest number of pedestrian-related fatalities and serious injuries followed by male drivers in the age group of 35-44 years.

Most of the fatal and serious injury pedestrian crashes occurred in the winter months with a peak during January and March. Between 2006 and 2010, 50 percent of pedestrian fatalities and serious injuries occurred when pedestrians did not cross roadways at an intersection.

## ACCOMPLISHMENTS

Progress has been made in addressing bicycle and pedestrian safety. As an example, several counties began mapping bicycle/pedestrian crashes using GIS; a web-based GIS tool was developed for mapping pedestrian and bicycle crashes on the State Highway System; the DHSMV made data available for access by state and local agencies; and information was obtained from local governments and MPOs on the type of data collected and the locations of pedestrian/bicycle crashes. Multiple studies were conducted to determine countermeasure and safety improvement effectiveness with evaluation results published in

several formats to promote best practices, including a DVD on pedestrian best practices. Various training programs were conducted across the State, including Pedestrian/Law Enforcement Training, Department of Health Livable Communities Workshops, FHWA Pedestrian Safety Workshops, workshops for elder road users and road safety audit courses.

FDOT established a standing statewide “Partnership Council” on bicycle and pedestrian mobility to promote the livability, health, and economic benefits of bicycle and pedestrian activity and provide guidance to the FDOT, its partners and other stakeholders on policy matters and issues affecting Florida’s bicycle and pedestrian transportation needs. The Council identified focus areas for recommendations and best practices organized consistent with the “4 E’s” (education, enforcement, engineering, and emergency response) and funding. Council safety recommendations have addressed data gathering, development of measures of system and facility safety, and cost-effective safety education, training, and enforcement. The Council will focus on four areas for 2012/2013: contributions to connecting the existing bicycle/pedestrian system, safety, cultural changes, and health.



The web-based Florida Pedestrian/Bicycling Safety Resource Center was established to provide Floridians access to pedestrian/bicycle safety brochures, videos, a lending library, educational materials, promotional items, and their quarterly newsletter. The Center provides in excess of 325,000 resources statewide annually.

The *2011 Dangerous by Design*<sup>9</sup> identified the Orlando-Kissimmee, Tampa-St. Petersburg-Clearwater, Jacksonville, and Miami-Fort Lauderdale-Pompano Beach in the top 10 of the most dangerous metro areas for pedestrians in the nation. 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.

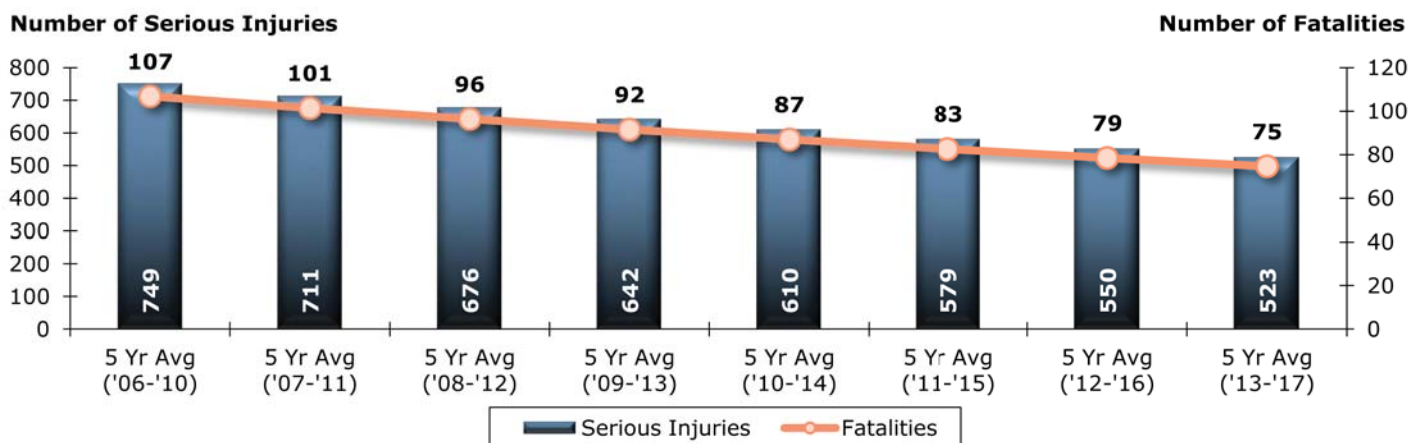
### CONTRIBUTION TO THE 2012 STRATEGIC HIGHWAY SAFETY PLAN GOAL

Through the implementation of the Pedestrian and Bicycle Strategic Plan, the Vulnerable Road Users Emphasis Area member agencies and their partners will 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 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.

<sup>9</sup> Transportation for America, 2011. *Dangerous by Design*, 2011. <http://t4america.org/resources/dangerousbydesign2011>.

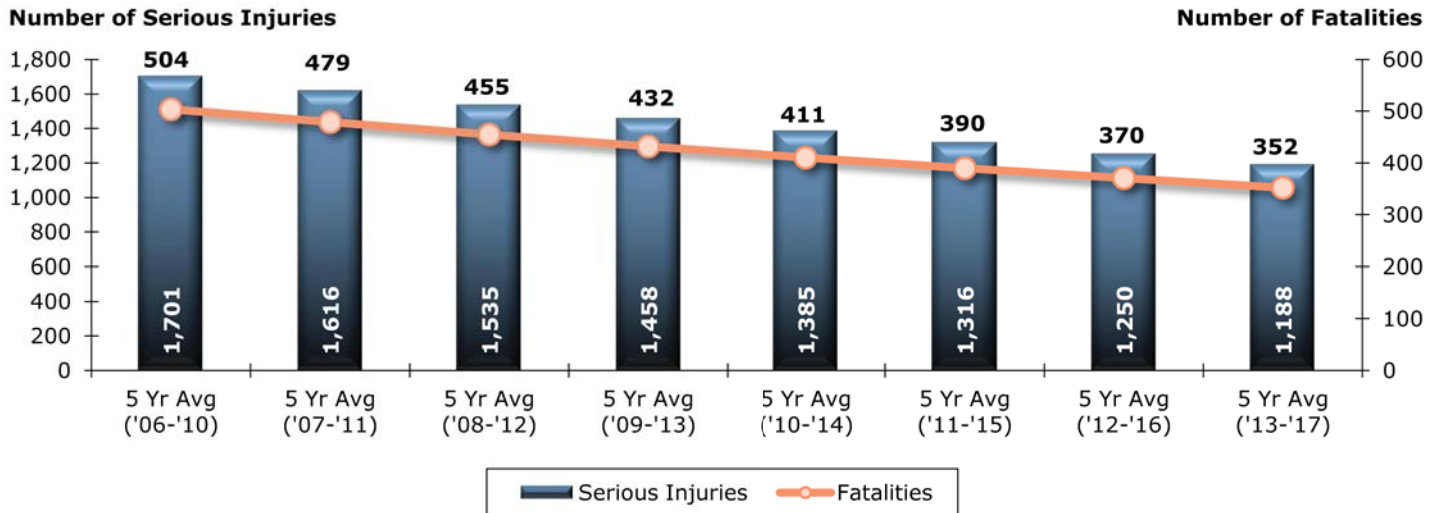
**Figure 9. Expected Five-Year Average Bicycle Fatalities and Serious Injuries**



Source: Florida DHSMV, 2012.



**Figure 10. Expected Five-Year Average Pedestrian Fatalities and Serious Injuries**



Source: Florida DHSMV, 2012.

## STRATEGIES

To impact the SHSP goal, the Vulnerable Road Users Emphasis Area identified six bicycle/pedestrian strategies and one strategy for all vulnerable road users:

- 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; and
- Support national, state, and local legislative initiatives and policies that promote bicycle and pedestrian safety.

The lead “E” selected for the Vulnerable Road Users/Bicycles and Pedestrians Emphasis Area to ensure the action plan is focused and stays on track is **Education**.

## Emphasis Area:

# Vulnerable Road Users/ Motorcycles

## BACKGROUND

Vulnerable Road Users was an original emphasis area in the 2006 SHSP. The emphasis area addresses crashes involving motorcyclists, bicyclists, and pedestrians. The Emphasis Area Team's focus since 2006 has been on providing local and state agencies with the data, skills, and tools to identify effective safety countermeasures in the "4 E's" (education, enforcement, engineering, and emergency response); making strategic safety investments and focusing resources where opportunities for safety improvements are greatest for vulnerable road users; and establishing mobility strategies consistent with safety for these users.

## THE CHALLENGE

Motorcycle crashes, injuries, and fatalities increased at a sharper rate than other types of motor vehicle crashes between 1997 and 2007. As a result, stakeholders focused on this area of concern through the Florida Motorcycle Safety Coalition. Motorcyclist fatalities (operators and passengers) began an accelerated decline from a high of 550

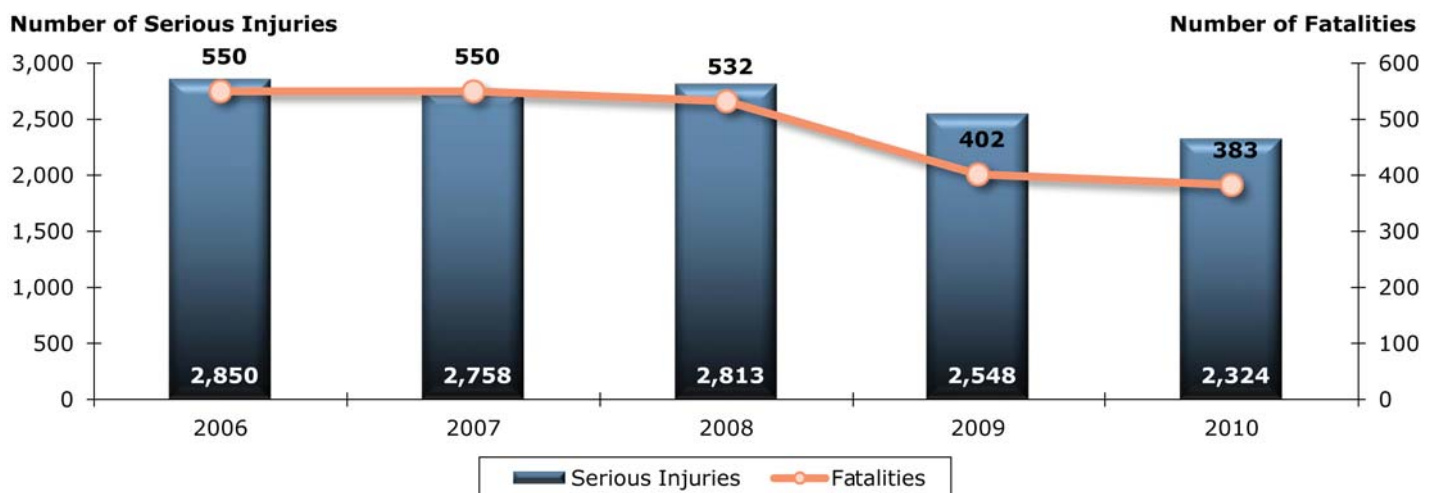
fatalities in 2006 to 383 fatalities in 2010. In 2010, more riders ages 25-34 were fatally injured (86) in Florida motorcycle traffic crashes than any other age group, followed by riders ages 55-64 (64). Of the motorcyclists killed in 2010 only 10 were female.

Florida is host to a number of extremely large national motorcycle enthusiast events which are attended by throngs of out-of-state motorcyclists; interestingly 90.2 percent of riders injured in motorcycle crashes are Florida residents. Volusia, Palm Beach, Orange, Miami-Dade, Broward, Brevard, Duval, and Hillsborough counties account for the largest number of motorcyclist fatalities.

Figure 11 shows the number of fatal and serious injuries among motorcycle riders (operators and passengers) from 2006 to 2010.<sup>10</sup>

<sup>10</sup> A few Florida law enforcement agencies converted to the new crash reporting system in the fourth quarter of 2010 and all agencies converted in January 2011. Counts from 2010 and later may show differences from the earlier years based on the change in reporting in addition to, or instead of, the natural trend.

**Figure 11. Motorcyclist Fatalities and Serious Injuries**  
*2006 to 2010*



Source: Florida DHSMV, 2006 to 2010.

Note: Motorcycle passengers included.



## ACCOMPLISHMENTS

Florida has been aggressive in addressing motorcycle crashes and as a result has been honored with five national and state awards for innovation and excellence. In 2008, Florida became the first state in the nation to require all new motorcycle registrants to complete the Basic Rider Course through the Florida Rider Training Program to receive a motorcycle endorsement on their license. Statewide public awareness campaigns deployed include the impaired riding campaign, “None for the Road” and motorist awareness campaign “Look Twice. Save a Life.” FDOT now routinely conducts GIS mapping and trend analysis of motorcycle crashes in high-fatality counties in Florida which results in more accurate analysis and enhances problem identification.

To address the motorcycle crash problem, the FDOT Safety Office sought stakeholder input to develop a Motorcycle Safety Strategic Plan (MSSP). First a NHTSA motorcycle safety assessment was conducted in 2008. After a thorough review of the State’s motorcycle safety efforts a multidisciplinary Technical Assessment Team of national experts issued a report with recommendations which would play an integral role in the development of the MSSP. A series of roundtable discussions provided stakeholder input on strategies used to combat motorcycle crashes and injuries; and identified effective programs, regulations, and other opportunities to improve motorcycle safety. The roundtables also helped identify individuals committed to motorcycle safety improvement to serve on a coalition. Also in 2008, the Safety Office facilitated the establishment of the Florida Motorcycle Safety Coalition to prioritize the action steps identified in the MSSP and help implement the plan’s strategies.

The MSSP provides a comprehensive strategy to address motorcycle safety issues and focuses funding and resources on the areas with the greatest opportunity to reduce motorcycle fatalities, serious injuries, and crashes. The five-year plan provides guidance to the FDOT Motorcycle Safety Program and key stakeholders concerned with improving motorcycle safety. The MSSP can be accessed through the Office of Safety’s web site at: [http://www.dot.state.fl.us/safety/HighwaySafetyGrantProgram/hsgp/hsgpareas\\_motorcycle.shtm](http://www.dot.state.fl.us/safety/HighwaySafetyGrantProgram/hsgp/hsgpareas_motorcycle.shtm).

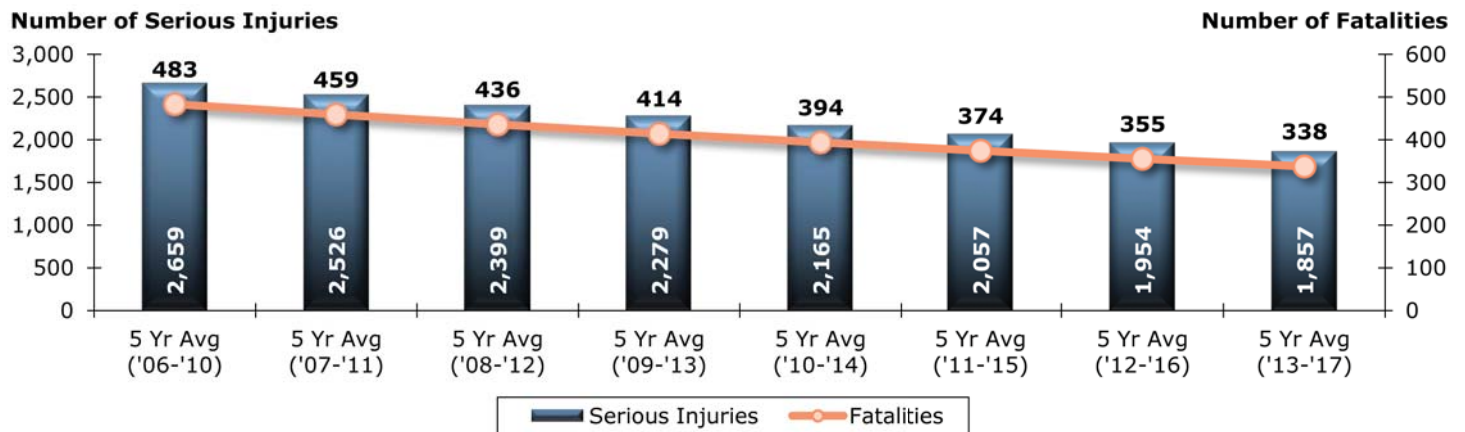
FDOT created a “Law Enforcement Roll Call Video” on motorcycle traffic law enforcement which was distributed with a copy of the MSSP to every law enforcement agency in Florida. A “Quick Reference Guide to Florida Traffic Laws” that included motorcycle licensing requirements, helmet requirements, motorcycle violations, and a motorcycle DUI Detection Guide was distributed to every law enforcement officer in the State.

## CONTRIBUTION TO THE 2012 STRATEGIC HIGHWAY SAFETY PLAN GOAL

Through the implementation of the Florida Motorcycle Strategic Safety Plan, the Motorcycle Safety Coalition member agencies and their partners will reduce the number of motorcycle fatalities and serious injuries by five percent annually. Figure 12 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 12. Expected Five-Year Average Motorcycle Fatalities and Serious Injuries**



Source: Florida DHSMV, 2012.

## STRATEGIES

Florida’s MSSP, released in March 2009, is based upon the 11 focus areas identified by NHTSA as necessary for a comprehensive motorcycle safety program. These focus areas and the strategies associated with each are:

- 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; and
- Develop and implement communications strategies that target high-risk populations and improve public awareness of motorcycle crash problems and programs.

The lead “E” selected for the Vulnerable Road Users/Motorcycle Emphasis area to ensure the action plan is focused and stays on track is **Education**.

## Emphasis Area:

# Lane-Departure Crashes

### BACKGROUND

Lane-departure crashes also was an emphasis area in the 2006 SHSP. These crashes include running off the road, crossing the center median into an oncoming lane of traffic, and sideswipe crashes. Running off the road also may involve a rollover or hitting a fixed object. Head-on collisions are related to crashes involving departure from the roadway. One of the most severe types of crashes occurs when a vehicle crosses into an opposing traffic lane and crashes head on with an oncoming vehicle.

Nationally, this type of severe crash occurs primarily on rural two-lane roadways and limited access roadways with narrow medians. 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.

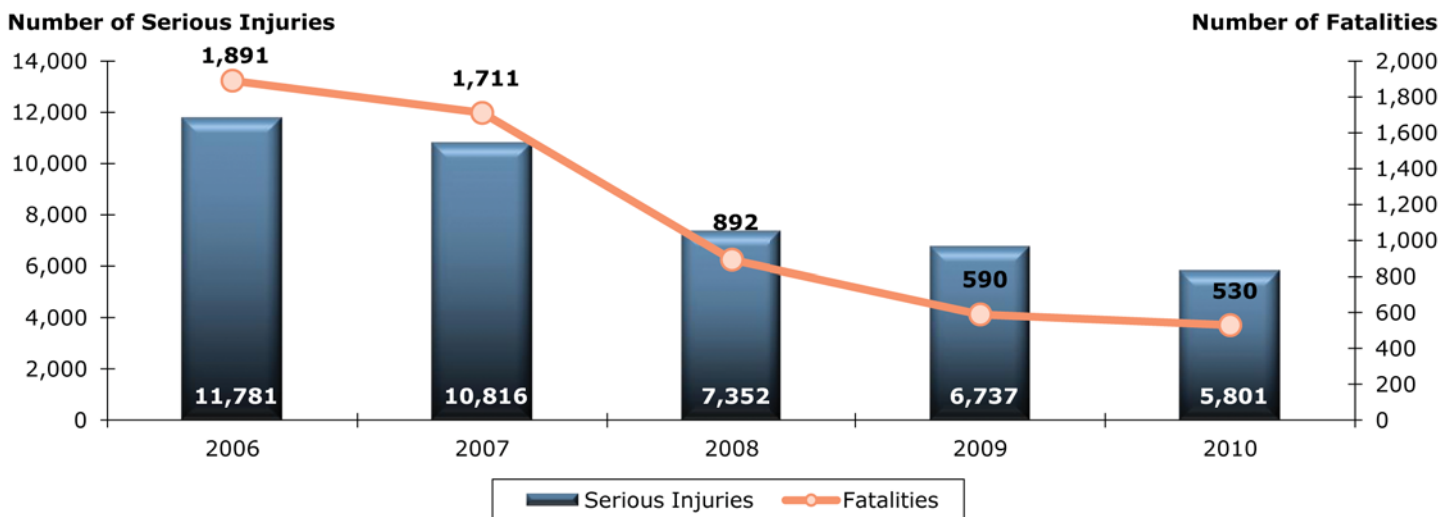
When a vehicle leaves the roadway, the result is often disastrous. To reduce the serious injuries and fatalities resulting from lane departures, efforts must

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, and minimize the severity of an overturn.

### THE CHALLENGE

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 new criteria are crashes not at or influenced by an intersection, involving any contributing cause, including a driver who passes improperly or drives on the wrong side/way, or a harmful event involving head-on, sideswipe, collision with a parked car. It can also be a vehicle that hits a fixed object (except for traffic gates and fixed objects above the road), construction barricade, crash attenuator; a vehicle that runs into a ditch/culvert or water, overturns, or crosses the median. The change in definition is related to the decline in lane-departure fatalities and

**Figure 13. Lane-Departure Fatalities and Serious Injuries in Motor Vehicle Crashes**  
2006 to 2010



Source: Florida DHSMV, 2006 to 2010.





serious injuries while transitioning from 2007 to 2008 (Figure 13).<sup>11</sup> However, even if the previous definition were to be used, there continues to be a decline in the number of lane-departure crashes.

## ACCOMPLISHMENTS

Florida has taken significant steps to implement the lane-departure strategies identified in the 2006 SHSP:

- A requirement for audible pavement markings was included in the FDOT Plans Preparation Manual in 2008. The road miles of audible pavement marking installed include 120 miles in 2009; 195 miles in 2010; and 224 miles in 2011.
- A median crossing/median barrier program was implemented and has shown great success for numerous locations implemented statewide.
- The use of Safety Edge is being piloted on the State Highway System to mitigate crashes associated with pavement edge drop-off. The Florida Greenbook Committee has adopted language for the use of Safety Edge in the draft 2013 Florida Greenbook.

- Move Over legislation was adopted in 2002 requiring drivers approaching an emergency or law enforcement vehicle parked along a roadway to vacate the lane closest to that vehicle as soon as it is safe to do so. Working with the FHP, FDOT installed advisory road signs to remind drivers to move over, installed “Move Over. It’s the Law.” stickers on all Florida fuel pumps, and produced television commercials and brochures to educate the driving public.

## CONTRIBUTION TO THE 2012 STRATEGIC HIGHWAY SAFETY PLAN GOAL

Through the implementation of the Lane Departure Emphasis Area Action Plan, member agencies and their partners will reduce the number of lane departure related fatalities and serious injuries by five percent annually. Figure 14 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.

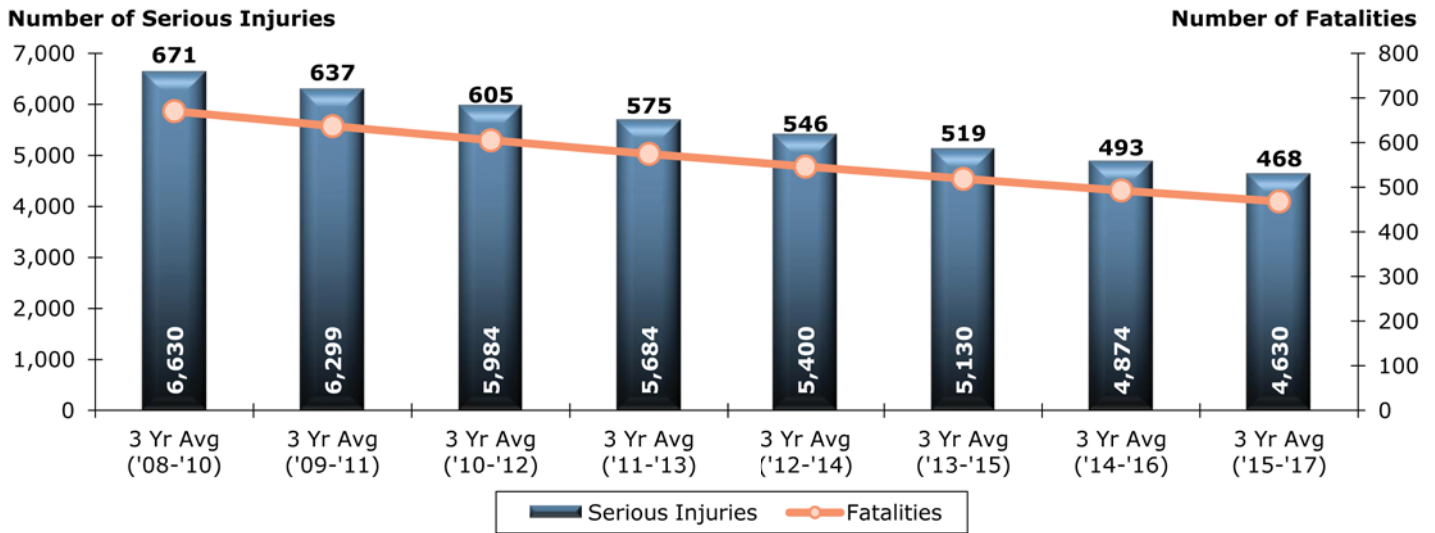
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<sup>11</sup> A few Florida law enforcement agencies converted to the new crash reporting system in the fourth quarter of 2010. Those crash data have not been included.





**Figure 14. Expected Three-Year Average Lane-Departure Fatalities and Serious Injuries**



Source: Florida DHSMV, 2012.

## STRATEGIES

The Florida SHSP Lane-Departure Emphasis Area identified the following four strategies:

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

The lead “E” selected for the Lane Departure Emphasis Area to ensure the action plan is focused and stays on track is **Engineering**.

# Emphasis Area:

# Impaired Driving

## BACKGROUND

Impaired Driving was identified as one of three Continuing Priority Areas in Florida's 2006 Strategic Highway Safety Plan. The SHSP Steering Committee's rationale for this decision was that these three areas received sufficient resources, already were being addressed in a comprehensive fashion, and their inclusion would be redundant and reduce the focus on the four selected emphasis areas. The Continuing Priority Area designation was meant to ensure these three areas aligned with the overall SHSP where possible and appropriate.

In 2008, a review of the data showed crashes, fatalities, and injuries remained constant from 2005 to 2008. The State felt more should be done and requested the NHTSA conduct a technical assessment of Florida's impaired driving program. This assessment highlighted the programs and activities making a positive difference but also indicated areas for improvement. Based on the assessment, the State formed the Florida Impaired Driving Coalition (FIDC) which developed a comprehensive strategic plan that focused on many of

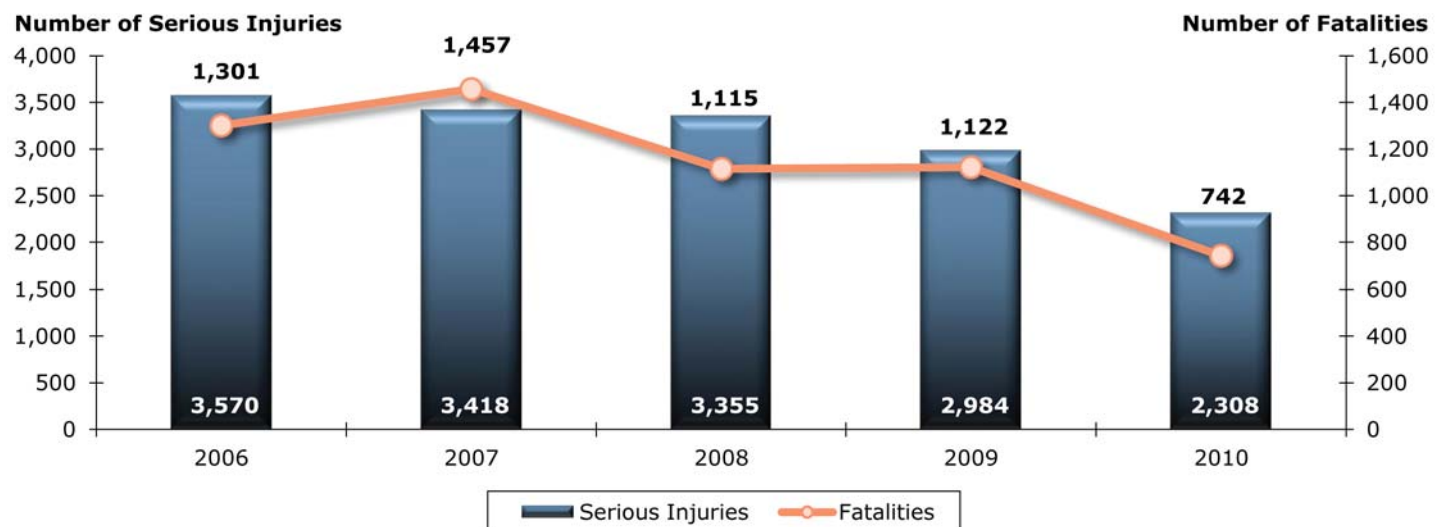
the recommendations in the assessment. Originally focused on alcohol impaired driving only, the FIDC later expanded their focus to include drug impaired driving because of its prevalence and close association to alcohol impairment. While the impaired driving numbers began to decrease in 2009, the SHSP Executive Committee felt more attention on the impaired driving problem was needed and added the issue as one of the eight emphasis areas for the 2012 SHSP update.

## THE CHALLENGE

Between 2006 and 2010, fatalities due to alcohol-related crashes stood at 5,737<sup>12</sup> and serious injuries 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 15). Over this five-year period, Florida's alcohol-impaired

<sup>12</sup> A few Florida law enforcement agencies converted to the new crash reporting system for fourth quarter of 2010. Those crashes are not reflected in this data.

**Figure 15. Crashes Involving Driver Impairment by Alcohol and Drugs**  
2006 to 2010



Source: Florida DHSMV, 2006 to 2010.



driving fatality rate per 100 million VMT for BACs 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.

## ACCOMPLISHMENTS

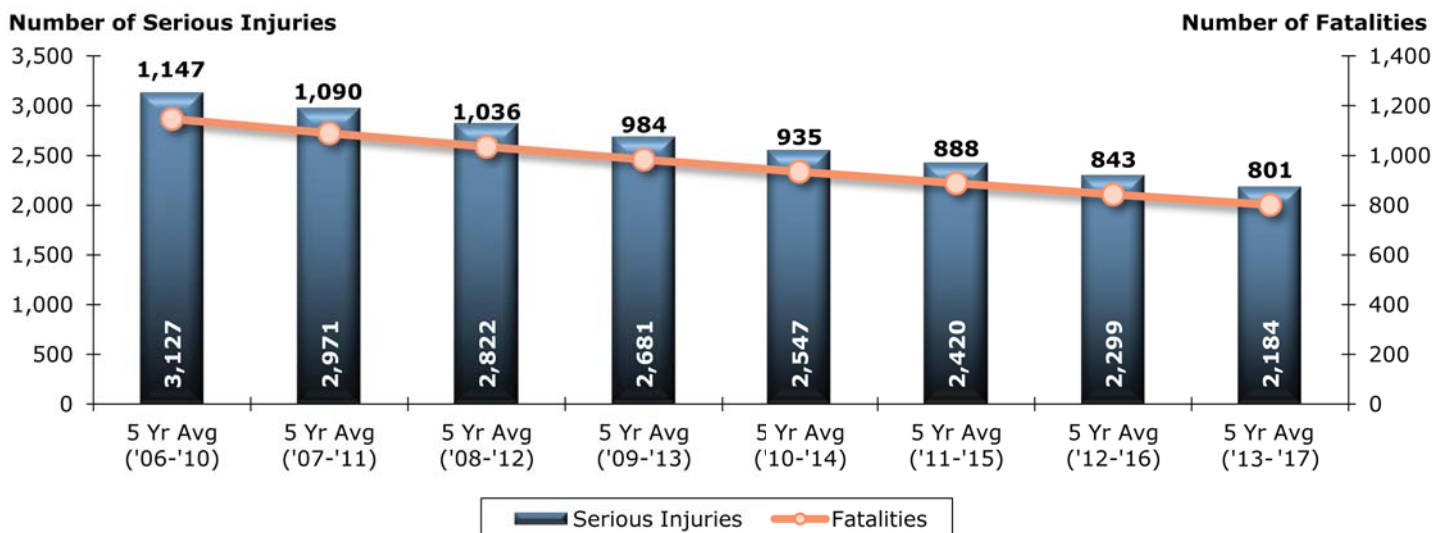
In 2009, Florida DOT facilitated the establishment of the FIDC which is comprised of agencies and organizations responsible for components of Florida’s impaired driving system which includes law enforcement, the courts, treatment, etc., or those agencies working to impact the effects of impaired driving. The FIDC was formed to identify and prioritize the State’s most pressing impaired driving issues; review proven strategies; develop a strategic plan to serve as the blueprint for programs, funding, and potential legislative strategies that maximize the State’s ability to reduce these crashes; and oversee implementation of the Impaired Driving Strategic Plan (IDSP), which was released in September 2011. One of the strategies in the plan, for instance, was the creation of an Administrative Process Task Force. The Task Force reviewed the State’s administrative hearing process for licensure and how administrative

procedures impact law enforcement officers who make DUI arrests, and made recommendations for improvements in the process. Changes to the administrative hearing procedure and officer training already have been initiated. Also, starting in 2009, Florida aggressively implemented high-visibility enforcement campaigns statewide.

## CONTRIBUTION TO THE 2012 STRATEGIC HIGHWAY SAFETY PLAN GOAL

Through implementation of the Florida IDSP, the FIDC member agencies and their partners will lead the effort to reduce the number of impaired driving fatalities and serious injuries by five percent annually. Figure 16 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 16. Expected Five-Year Average Impaired Driving Fatalities and Serious Injuries**



Source: Florida DHSMV.



## STRATEGIES

Florida's IDSP, released in September 2011, focuses on seven emphasis areas, referred to as goals in the Plan, which are designed to impact impaired driving fatalities and serious injuries. Following is an overview of the seven IDSP emphasis areas:

- 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; and
- Enhance Impaired Driving Legislation.

The lead "E" selected for the Impaired Driving Emphasis Area to ensure the action plan is focused and stays on track is **Enforcement**.



## Emphasis Area:

# At-Risk Drivers/ Aging Road Users

## BACKGROUND

At-Risk Drivers, comprised of aging road users and teen drivers, is a new emphasis area for 2012. For data purposes in this emphasis area, aging road users are defined as 65-year-olds and older and teen drivers are 15- to 19-year-olds. Because of the unique challenges and specific needs of these two age groups, each group will be discussed individually. This section will address aging road users. The statewide multidisciplinary Safe Mobility for Life Coalition was established in September 2010. The Coalition released the Aging Road User Strategic Safety Plan in September 2011 to improve the safety, access, and mobility of Florida's aging population.

## THE CHALLENGE

Today's older drivers are driving longer and driving more miles per year than in the past. Research shows that older adults can expect to outlive their ability to safely drive by 7 to 10 years. 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

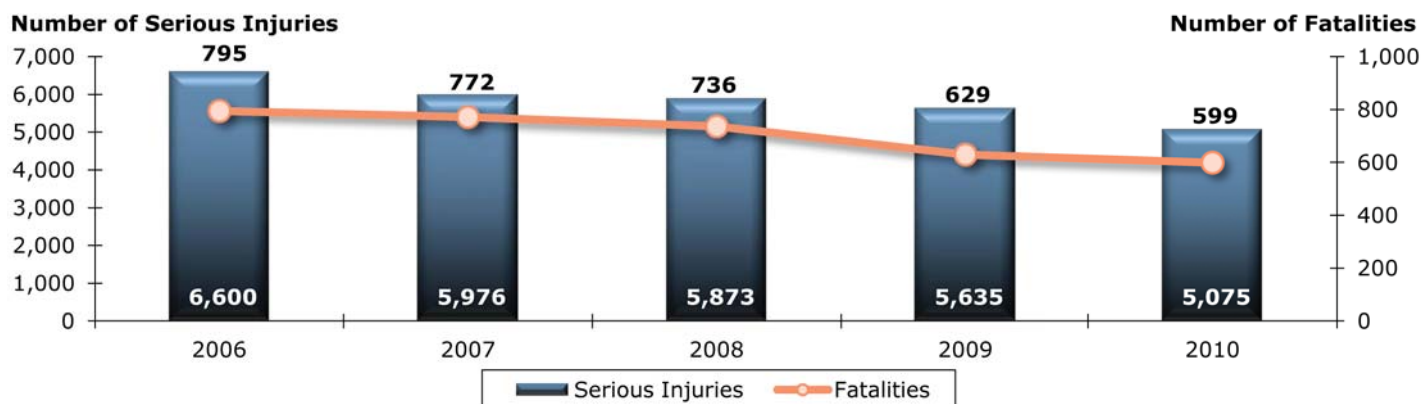
licensed drivers grew in composition from 2006 to 2010, and their representation among motor vehicle-related crashes, fatalities, and injuries is larger and increased at a faster rate. In January 2011, one-quarter of all licensed drivers in Florida were age 60 and older, a small but steady increase from 23.7 percent in 2009.

As an increasing number of aging adults drive on Florida's roadways, or travel the roads as pedestrians, passengers, bicyclists, or motorcyclists, the issue of transportation safety and mobility for this population is an increasingly significant public health concern. 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 four years – 14.4 percent, 14.6 percent, 17.3 percent, and 18.3 percent, respectively.

Figure 17 shows the total number of fatalities and serious injuries sustained in crashes involving aging drivers (over 65 years old).<sup>13</sup>

<sup>13</sup> A few Florida law enforcement agencies converted to the new crash reporting system for fourth quarter of 2010. Those crashes are not reflected in this data.

**Figure 17. Aging Drivers (over 65 Years) Involved Fatalities and Serious Injuries in Motor Vehicle Crashes 2006 to 2010**



Source: Florida DHSMV, 2006 to 2010.



## ACCOMPLISHMENTS

FDOT has aggressively pursued programs to assist seniors with their transportation safety and mobility needs. A one-stop web site (<http://www.SafeandMobileSeniors.org>) was created in 2008 to provide easy access to transportation safety and mobility needs for aging road users. In September 2010 the statewide multidisciplinary Safe Mobility for Life Coalition was established to address the specific needs of the State's aging road users. The Coalition includes Federal, state, county, and local professionals from the engineering, enforcement, safety, health, education, transportation, and aging agencies and organizations. The Coalition developed the comprehensive broad-based Aging Road User Strategic Safety Plan which was released in September 2011 (available at: [http://www.safeandmobileseniors.org/FloridaCoalition.htm#Strategic\\_Plan](http://www.safeandmobileseniors.org/FloridaCoalition.htm#Strategic_Plan)).

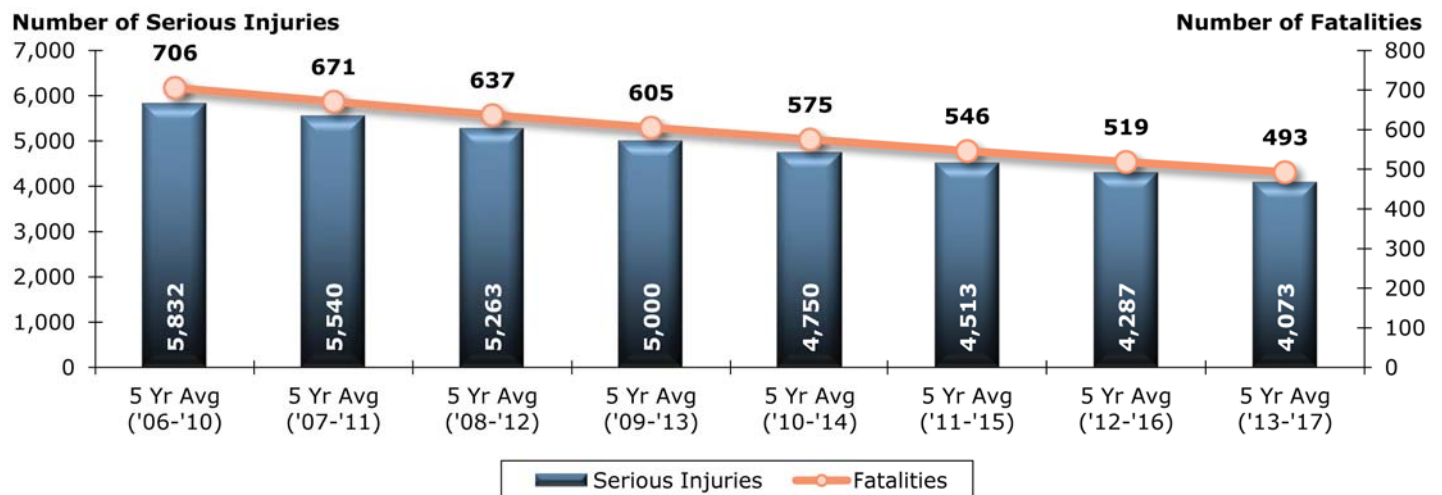
Additional activities include an enhancement to the University of Florida Senior Safety Resource Center alternative transportation database which was linked through the Safe and Mobile Seniors web site on the "FindaRide" page and currently contains over 800 transportation options. Florida adopted the national

CarFit Program to train local event coordinators and conduct consumer safety events. From 2008 to September 2012, there were 3,533 participants and 122 CarFit consumer events statewide. Most recently FDOT released Florida's Guide for Aging Drivers written in consumer-friendly language to provide information to stay safe while driving and resources to help plan for retirement from driving.

## CONTRIBUTION TO THE 2012 STRATEGIC HIGHWAY SAFETY PLAN GOAL

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 18 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 18. Expected Five-Year Average Aging Drivers (over 65 Years) Involved Fatalities and Serious Injuries**



Source: Florida DHSMV, 2012.



## STRATEGIES

Florida's Aging Road User Strategic Safety Plan focuses on 10 emphasis areas, which are designed to improve aging road user safety, access, and mobility by reducing their crash, injury, and fatality rates. Following is an overview of the Aging Road User Strategic Safety Plan 10 emphasis areas:

- 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 nonmotorized vehicles);
- Promote the value of prevention strategies and early recognition of at-risk drivers to aging road users and stakeholders; and
- Bridge the gap between driving retirement and mobility independence (i.e., alternative transportation options, public transportation, and dementia-friendly transportation).

The lead “E” selected for the At-Risk Drivers Emphasis Area to ensure the action plan is focused and stays on track is **Education**.



# Emphasis Area: At-Risk Drivers/ Teen Drivers



## BACKGROUND

Florida's Teen Safe Driving Coalition (FTSDC), with support from the National Safety Council (NSC) and The Allstate Foundation, was formed in 2011 to bring together safety and traffic practitioners, state and local officials, public health practitioners, injury prevention groups, teen and parent leaders, and others to implement programs that reduce the number of teens killed or injured in crashes. As a part of the At-Risk Drivers Emphasis Area, the FTSDC developed their strategic plan during the SHSP update process. The Coalition identified three goals: enhance teen safe driving laws and regulations, instill safe driving attitudes and behaviors among teen drivers, and expand the network of concerned individuals to build recognition and awareness as it relates to teen driver safety and support the FTSDC.

## THE CHALLENGE

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

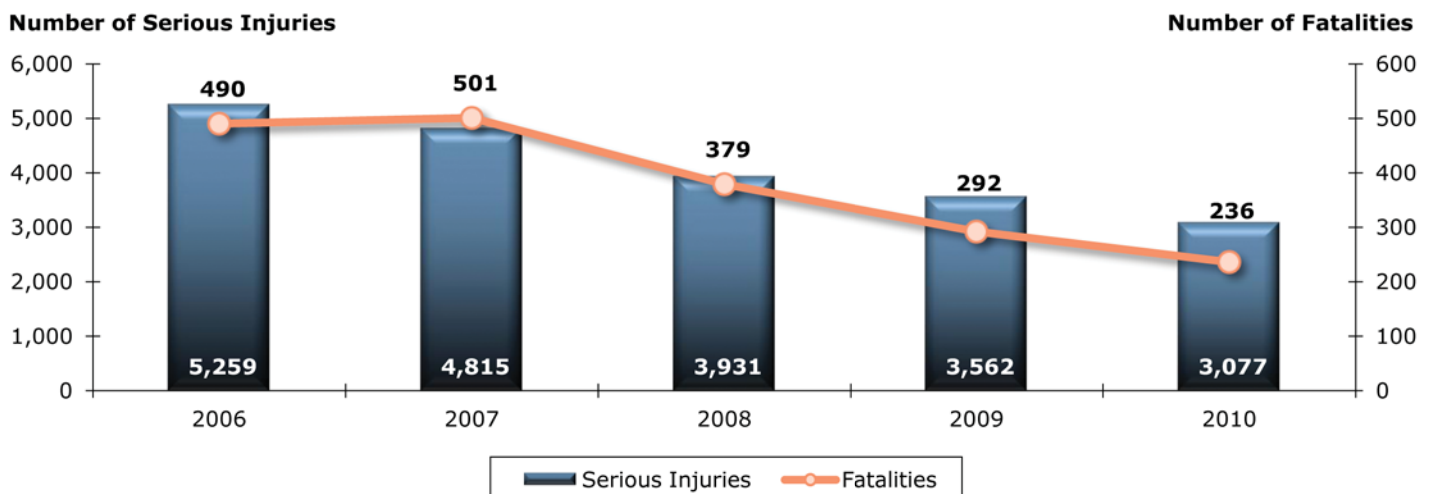
disease – combined. Motor vehicle crashes involving teen drivers (15- to 19-year-olds) not only kill an average of 11 teens each day, they also kill other drivers and pedestrians. Florida teen driver involved fatalities and serious injuries declined from 5,749<sup>14</sup> in 2006 to 3,313 in 2010. Over this five-year period, a total of 1,898 people died in teen driver involved crashes, and 20,644 were seriously injured (Figure 19).

Male teen drivers accounted for nearly 60 percent of the fatalities and serious injuries from 2006 to 2010. Most of the fatal and serious injury crashes involving teen drivers occur in the spring months and peak in March. The largest proportion of crashes (57 percent) occurs during daylight hours.

Programs and initiatives designed to address these crashes must reach out to teen drivers and their parents.

<sup>14</sup> A few Florida law enforcement agencies converted to the new crash reporting system for fourth quarter of 2010. Those crashes are not reflected in this data.

**Figure 19. Teen Driver (15-19 Years) Involved Fatalities and Serious Injuries in Motor Vehicle Crashes 2006 to 2010**



Source: Florida DHSMV, 2006 to 2010.



## ACCOMPLISHMENTS

In January 2011, ten state Teen Safe Driving Coalitions were formed by the NSC and Allstate, including the FTSDC. In early 2012, the Florida Teen Safe Driving Coalition began work on a strategic plan to guide the group’s efforts to improve teen driver safety throughout the State. The Coalition’s vision is to establish a culture of safe teen driving, and its mission is to engage, educate, and mobilize all members of the community to work collectively on developing and improving safe teen driving programs, practices, and activities and thereby save lives in Florida.

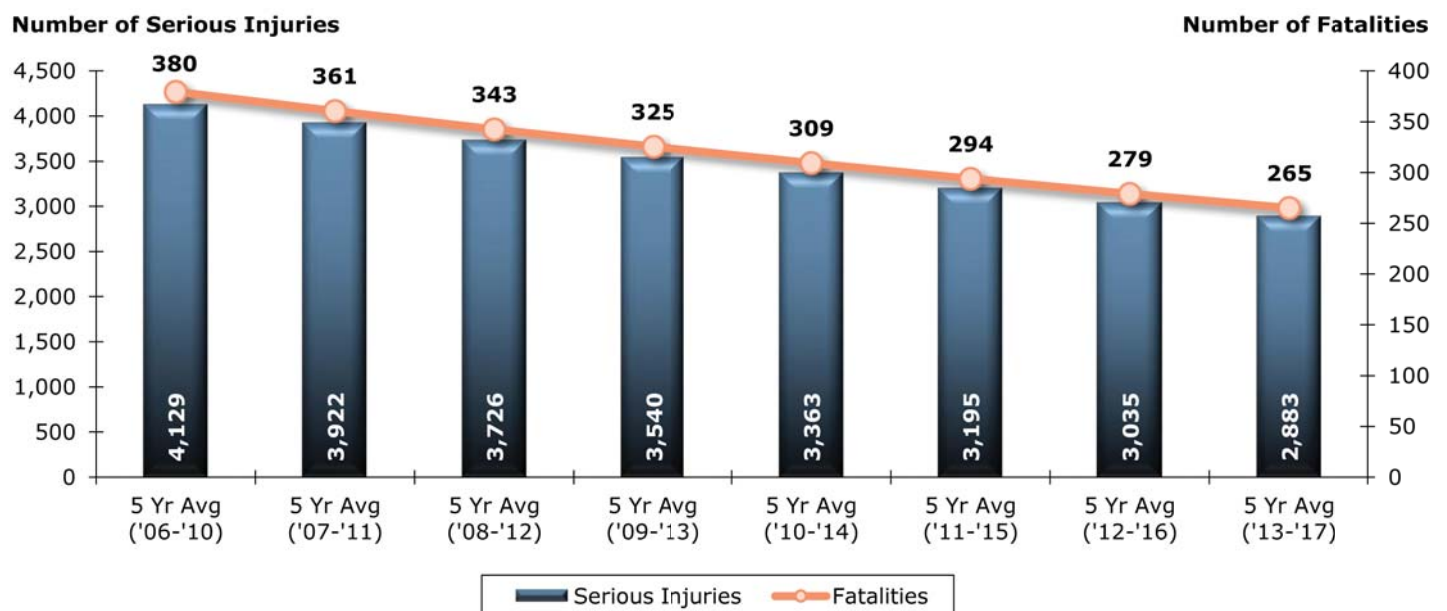
The FTSDC developed a conference guidebook for youth to create and implement their own teen safe driving action plans in their schools and communities. The FTSDC Youth Leadership Summit was identified as a best practice by the NSC and is being implemented in the nine other states with coalitions. Allstate and the NSC identified May as a youth teen safe driving awareness month. The FTSDC created a program called “Erase Teen Crashes” which 45 schools

implemented during the first year. The program also was identified as a best practice and is being implemented in the nine other states with a teen coalition. The Coalition also cohosted the Florida Student Government Association’s conference which focused on safe driving.

## CONTRIBUTION TO THE 2012 STRATEGIC HIGHWAY SAFETY PLAN GOAL

Through implementation of the Florida Teen Driving Strategic Plan, the FTSDC member agencies and their partners will lead the effort to reduce the number of teen driver involved crashes, fatalities and injuries by five percent annually. Figure 20 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 20. Expected Five-Year Average Teen Driver (15-19 Years) Involved Fatalities and Serious Injuries**



Source: Florida DHSMV, 2012.

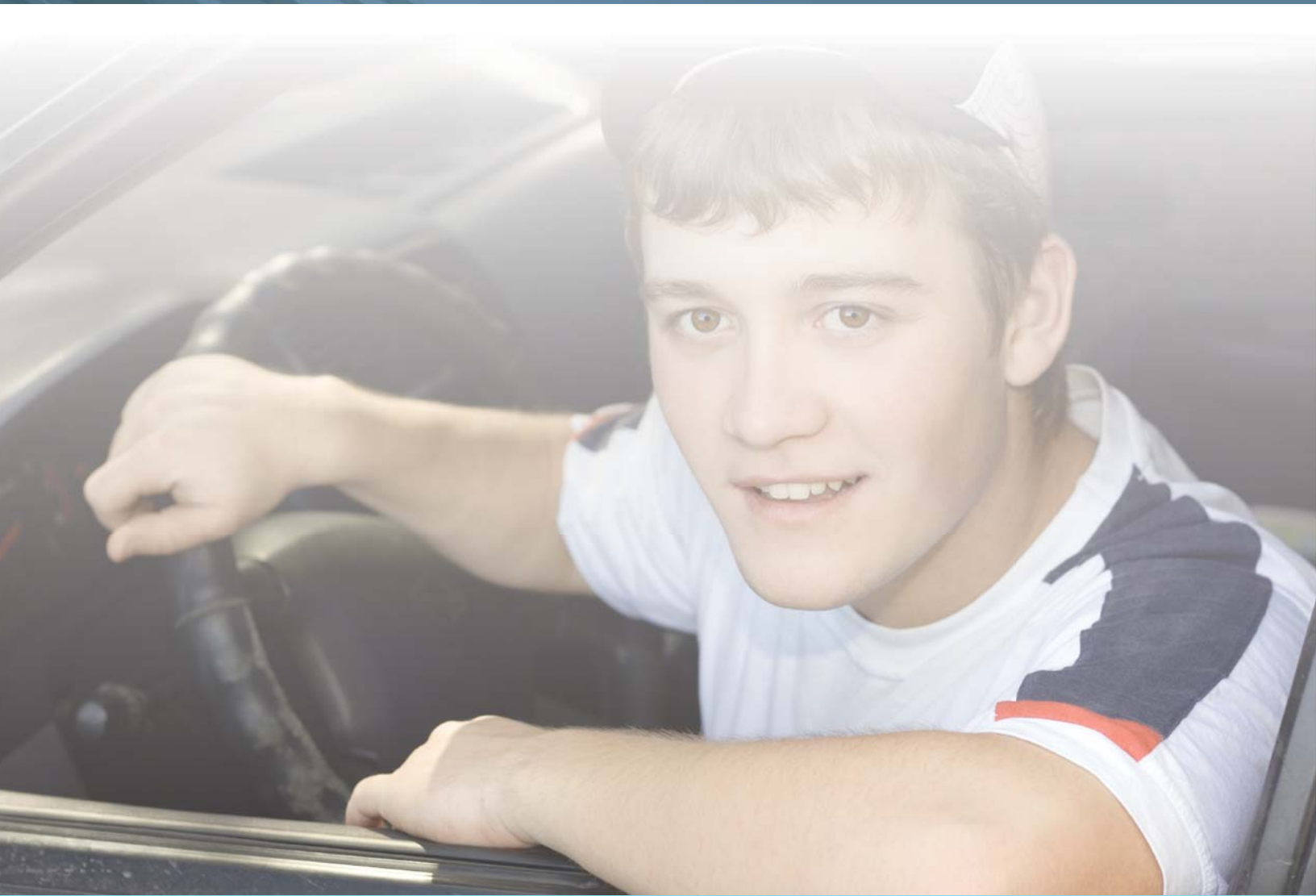


## STRATEGIES

Florida's Teen Safe Driving Strategic Plan focuses on three emphasis areas, referred to as goals in the Plan, which are designed to impact teen driving fatalities and injuries. Following is an overview of the three emphasis areas in the Teen Driving Strategic Plan:

- 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; and
- Support initiatives that enhance safe teen driving-related traffic laws and regulations.

The lead “E” selected for the At-Risk Drivers Emphasis Area to ensure the action plan is focused and stays on track is **Education**.



## Emphasis Area:

# Distracted Driving



## BACKGROUND

Distracted driving was selected as a new emphasis area for the 2012 Strategic Highway Safety Plan (SHSP). Distracted driving occurs when a driver allows any 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 for traffic safety professionals and the general public. 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.<sup>15</sup> 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.

In January 2010, SHSP stakeholders discussed adding distracted driving an emphasis area when the plan was updated. Further confirmation of the issue came when the 2010 Safety Summit poll identified distracted driving as the number one traffic safety issue to be added to the SHSP. Finally, a web-based survey on traffic safety conducted later in 2010 asked 1,287 respondents to identify the most serious

traffic safety problems in Florida. Sixty-four percent of the respondents selected distracted/inattentive driving as a traffic safety problem. The SHSP Executive Committee reviewed the survey data and selected distracted driving to be one of eight emphasis areas for the 2012 SHSP update.

## THE CHALLENGE

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 wayfinding 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 data. Prior to the recent revision of the crash report distracted driving was an attribute under the report's narrative section.

<sup>15</sup> <http://www.distraction.gov/download/research-pdf/Distracted-Driving-2009.pdf>.



## ACCOMPLISHMENTS

The Florida Traffic Crash Report has been revised (2011) and now collects more specific distracted driving data. The Florida crash report allows officers to report driver distraction in the following categories: distracted by electronic communication devices (cell phone, etc.), other electronic devices (navigation device, DVD player), other distraction inside the vehicle, external distraction (outside the vehicle), texting, or general inattentiveness. Collecting this additional, more specific data about the circumstances surrounding distracted driving crashes will enable Florida to develop more targeted distracted driving public outreach and prevention programs.

Many state and local agencies, businesses, and organizations have successfully implemented programs and other initiatives to reduce distracted driving fatalities. In 2010, the State passed the “Ronshay Dugans Act” proclaiming the first week of September as “Drowsy Driving Prevention Week.” During the week, the DHSMV and the DOT educate

the law enforcement community and the public about the relationship between fatigue and performance and the research showing fatigue to be as much of an impairment or distraction as alcohol while driving a motor vehicle.

A number of education and awareness programs have been used to educate the public on the dangers of distracted driving. The Florida DOT and Florida’s CTSTs partnered to provide the “Put It Down” Distracted Driving program. In 2009 various local agencies in Florida partnered with “Stay Alive... Just Drive” to promote a distracted driving public awareness campaign to make drivers more aware of the hazards that distracted driving presents. Local law enforcement distributed brochures during traffic stops and at checkpoints to help improve poor driving behavior. The Florida DOH Injury Prevention Program has identified distracted driving as a major policy area and received grant funding from the Centers for Disease Control and Prevention (CDC) to commit to distracted driving programs.



## STRATEGIES

The Florida SHSP Distracted Driving Emphasis Area Team has identified the following strategies:

- 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 Drivers 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); and
- Deploy high-visibility enforcement mobilizations on distracted driving subject to appropriate/future legislation.

The lead “E” selected for the Distracted Driving emphasis area to ensure the action plan is focused and stays on track is **Education**.

## Emphasis Area:

# Traffic Records

## BACKGROUND

Traffic Data and Decision Support was identified as a Continuing Priority Area in Florida's 2006 Strategic Highway Safety Plan. With the NHTSA requirements and funding for traffic records, the SHSP Steering Committee felt this area was being addressed in a comprehensive fashion. The Continuing Priority Area designation was meant to ensure traffic records aligned with the overall SHSP where possible and appropriate.

In October 2010, following a review of the data and State's safety needs, the SHSP Executive Committee selected Traffic Records to be elevated to one of eight Emphasis Areas for the 2012 SHSP update.

## THE CHALLENGE

The SHSP is just one of many documents and transportation planning processes which rely on the state's traffic information systems data to make planning and investment decisions. States constantly strive to improve the quality, accessibility, and integration capabilities of their six traffic records information systems (crash data, roadway inventory, citation/adjudication, EMS/injury control, driver license/driver history, and vehicle registration).

The Florida DOT Safety Office requested and hosted two traffic records technical assessments in 2011. The FHWA Crash Data Improvement Program (CDIP) Assessment and the NHTSA Traffic Records Assessment (TRA) provided recommendations for improvements to Florida's traffic records information systems.

## ACCOMPLISHMENTS

Florida's Traffic Records Coordinating Committee (TRCC) facilitates the planning, coordinating, and implementation of projects to improve the State's six traffic records information systems. Using the 2011 assessment results as an impetus, the 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 in the State.



## CONTRIBUTION TO THE 2012 STRATEGIC HIGHWAY SAFETY PLAN GOAL

Implementation of the Florida TSIS Strategic Plan will improve the quality and accessibility of the State's

traffic safety data. Better data will assist all of the SHSP emphasis area teams and safety stakeholders with problem identification and evaluation of their strategies, programs, and initiatives.

## STRATEGIES

The Florida TSIS Strategic Plan focuses on five emphasis areas, referred to as goals in the Plan, and sets forth the specific actions and projects that will be undertaken over the next five years to accomplish these goals. Following is an overview of the TSIS emphasis areas:

- 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; and
- Promote the use of traffic records data.

The lead “Es” selected for the Traffic Records emphasis area to ensure the action plan is focused and stays on track are **Engineering** and **Education**.





# Implementation

## LEADERSHIP AND COLLABORATION

The 2012 SHSP update process improved Florida's understanding of traffic safety problems in the State and focused efforts on the strategies to achieve results. The updated 2012 SHSP is the road map to help Florida drive down fatalities and serious injuries for the next five years (2013-2017). As the State's safety stakeholders move forward to implementation, the Executive Committee and Implementation Team will oversee activities and determine whether the plan is achieving its vision, mission, and goals. The Executive Committee will meet on a periodic basis to do the following:

- Oversee SHSP implementation policies and procedures, review progress, provide advice and guidance, address challenges, and remove barriers;
- Provide support and assistance to specific SHSP strategies as appropriate;
- Consult the SHSP when updating their agency or organization plans and programs;
- Share progress on any safety initiatives; and
- Celebrate successes.

The Implementation Team, comprised of key safety stakeholders, will oversee, along with emphasis area team leaders, the implementation of the plan's strategies and action steps. This committee will do the following:

- Track implementation progress in each of the emphasis areas;
- Identify barriers or problems to implementation;
- Provide regular updates on SHSP-related campaigns, training, or other programs;
- Provide guidance on future programs, activities, etc.;

- Make recommendations on the need and design of future SHSP updates; and
- Provide regular reports to the Executive Committee.

Emphasis area teams also will meet regularly to address the following items:

- Develop action plans for each emphasis area strategy;
- Select action step lead stakeholders;
- Discuss progress on action step implementation and coordinate next steps; and
- Ensure progress reported in the SHSP tracking tool is updated according to established reporting deadlines.

The detailed action plans translate general strategies into actions. This makes the 2012 SHSP accountable since each action step will be assigned to an agency or organization. The action steps are tailored to the stakeholder's available resources and labor capabilities. Action plans also provide the SHSP leadership with a way to determine what is working and where more effort or assistance may be necessary.

## EVALUATION

Florida believes evaluation is a critical component of 2012 SHSP implementation. In addition to the overall goal for the plan, each emphasis area has established fatality and serious injury reduction goals which will be tracked on a regular basis.

The emphasis area teams will meet periodically to determine implementation progress, identify problems or barriers, and request assistance from the agency responsible for the action step and/or the Executive Committee and Implementation Team.



An annual report will provide information about the extent to which each team is implementing their action plan and meeting their measurable goals. This report will be delivered to the Executive Committee.

The 2012 SHSP action plans are dynamic, living documents and stakeholders will review and improve these action plans annually. This ongoing evaluation will enable Florida to keep up to date with the latest research and tools and make appropriate adjustments as necessary.

## MARKETING AND COMMUNICATIONS

Florida will develop marketing and communications materials to educate safety stakeholders and the public about the 2012 SHSP. Overview and emphasis area fact sheets are available which provide basic information about the SHSP. Future plans include a page on the FDOT Safety Office web site to keep stakeholders informed on implementation progress. Statewide distribution of the 2012 SHSP will rely heavily on electronic means and the ability of statewide partner organizations represented on the SHSP Executive Committee and Implementation Team to provide copies of the plan and engage their constituencies in active discussions concerning its content.

The SHSP Executive Committee will reach out to statewide associations to request assistance in disseminating the 2012 SHSP to their members. Some of the groups to target include the Florida Association of Counties, Florida Association of County Engineers and Road Superintendents, CTSTs, Florida League of Cities, MPO Advisory Council, FPCA, FSA, Florida AAA clubs, and the Florida Chapter for American Traffic Safety Services Association (ATSSA).

Executive Committee and Implementation Team members also will be asked to “champion” the plan with their constituencies and serve on a volunteer

basis on a “speaker’s bureau.” A 2012 SHSP link also will be added to the home page on the Florida DOT web site.

## COMMITMENT TO SUCCEED

Florida has one of the largest transportation systems in the U.S. with over 121,000 miles of roadway used by more than sixteen-million licensed drivers. Ensuring this system is safe for all roadway users is a top priority for the Florida DOT and its many safety partners. Florida joins approximately 25 other states and many national organizations, including the American Association of State Highway and Transportation Officials (AASHTO), the Governors Highway Safety Association (GHSA), and the American Association of Motor Vehicle Administrators (AAMVA), in supporting the national Towards Zero Deaths (TZD) effort.

TZD is a data-driven effort focusing on identifying and creating opportunities to change America’s highway safety culture. TZD efforts focus on developing strong leadership and champions with the ability to directly impact highway safety through collaboration among the “4 E’s,” policy, public health, communications, and other efforts. The intent of TZD is to engage a wider range of highway safety stakeholders to work toward institutional and cultural changes in highway safety.

The 2012 SHSP is the catalyst Florida’s safety stakeholders will use to drive our fatalities down through a multidisciplinary, comprehensive, data-driven approach. All of Florida’s agencies and safety partners participating in implementation of the 2012 SHSP are committed to succeed in reducing fatalities and serious injuries on our roadways.



# Acronym List

AAA	American Automobile Association
AAMVA	American Association of Motor Vehicle Administrators
AASHTO	American Association of State Highway Transportation Officials
ATSSA	American Traffic Safety Services Association
BAC	Blood Alcohol Content
CDC	Centers for Disease Control and Prevention
CDIP	Crash Data Improvement Program
CTST	Community Traffic Safety Teams
DHSMV	Department of Highway Safety and Motor Vehicles
DUI	Driving Under the Influence
FHWA	Federal Highway Administration
FDOT	Florida Department of Transportation
FIDC	Florida Impaired Driving Coalition
FTSDC	Florida Teen Safe Driving Coalition
GDL	Graduated Drivers License
GHSA	Governors Highway Safety Association
GIS	Geographic Information System
GPS	Global Positioning System
HSIP	Highway Safety Improvement Program
IDSP	Impaired Driving Strategic Plan
IID	Ignition Interlock Device
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSSP	Motorcycle Safety Strategic Plan
NHTSA	National Highway Traffic Safety Administration
NSC	National Safety Council
SAFETEA LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
SHSP	Strategic Highway Safety Plan
TRA	Traffic Records Assessment
TRCC	Traffic Records Coordinating Committee
TSIS	Traffic Safety Information System
TZD	Toward Zero Deaths
U.S.DOT	United States Department of Transportation
VMT	Vehicle Miles Traveled



# Appendix

## 2012 SHSP Emphasis Area Team Partners



**AGGRESSIVE DRIVING  
EMPHASIS AREA TEAM PARTNERS**

- Florida Department of Transportation (DOT)
- Florida Highway Patrol (FHP)
- Florida Sheriffs Association (FSA)
- Florida Department of Highway Safety and Motor Vehicles (DHSMV)
- Florida Students Against Destructive Decisions (SADD)
- Institute of Police Technology and Management (IPTM)



**INTERSECTION CRASHES  
EMPHASIS AREA TEAM PARTNERS**

- City of St. Petersburg
- Department of Highway Safety and Motor Vehicles (DHSMV)
- Florida Department of Transportation (DOT)
- Florida Highway Patrol (FHP)



**VULNERABLE ROAD USERS  
EMPHASIS AREA TEAM PARTNERS**

### **Bicycle and Pedestrian**

- Cities That Work
- Department of Education (DOE) School Transportation
- Department of Health (DOH)
- Department of Highway Safety and Motor Vehicles (DHSMV)
- Florida Department of Transportation (DOT)
- Federal Highway Administration (FHWA)
- Florida Highway Patrol (FHP)
- Florida Law Enforcement Liaison (LEL) Program
- Florida State University (FSU) Police Department
- Indian River Fire and Rescue
- Metroplan Orlando
- Miami Dade MPO

- National Highway Traffic Safety Administration (NHTSA)
- Parsons Brinkerhoff
- Plastic Safety Systems
- Renaissance Planning Group
- Safe Routes to School National Partnership
- Tindale-Oliver & Associates, Inc.
- University of Miami, WalkSafe Program
- Florida Motorcycle Safety Coalition Members**
- AAA Auto Club South
- ABA Board of Governors
- ABATE of Florida
- Department of Highway Safety and Motor Vehicles (DHSMV), Florida Rider Training Program



EVAC Ambulance  
 Florida Bureau of Emergency Medical Services (EMS)  
 Florida Department of Health (DOH), Bureau of EMS  
 Florida Department of Health (DOH), Office of Trauma  
 Florida Department of Transportation (DOT)  
 Florida Highway Patrol (FHP)  
 Florida Motorcycle Dealers Association (FMDA)  
 Florida Safety Council (FSC)  
 Gold Wing Road Riders Association  
 Harley-Davidson of Miami  
 Hillsborough County Sheriff's Office  
 Hillsborough County Public Works – Traffic  
 Indian River Fire Rescue  
 Judicial Outreach Liaisons  
 Motorcycle Industry Council (MIC)  
 Motorcycle Safety Foundation (MSF)  
 Orlando Harley Davidson/Riders Edge  
 Ryder Trauma Center – Miami  
 Seminole County Traffic Engineering  
 Suncoast Safety Council  
 University of Central Florida (UCF) Police Department  
 University of South Florida (USF), Center for Urban  
 Transportation Research (CUTR)  
 U.S. Insurance Services, Inc.



American Traffic Safety Services Association  
 (ATSSA)/Florida Chapter  
 Florida Department of Transportation (DOT)  
 Florida Highway Patrol (FHP)  
 Florida Sheriffs Association (FSA)  
 Florida Department of Education (DOE)

Federal Highway Administration (FHWA)  
 Gainesville Police Department



**Florida Impaired Driving Coalition Members**  
 Department of Highway Safety and Motor Vehicles  
 (DHSMV)  
 DUI Counterattack, Hillsborough, Inc.  
 Florida Department of Health (DOH)  
 Florida Department of Law Enforcement (FDLE)/ATP  
 Florida Department of Transportation (DOT)  
 Florida Department of Business and Professional  
 Regulation (DBPR)  
 Florida Highway Patrol (FHP)  
 Florida Law Enforcement Liaison (LEL) Program  
 Florida Police Chiefs Association (FPCA)  
 Florida Prosecuting Attorneys Association (FPAA)  
 Florida Public Safety Institute (FPSI)  
 Florida Sheriffs Association (FSA)  
 Florida Traffic Safety Resource Prosecutor (TSRP) Program  
 Fort Myers Police Department  
 Institute of Police Technology and Management (IPTM)  
 Leon County Probation Division  
 Madison Police Department  
 Mothers Against Drunk Driving (MADD) Florida  
 National Highway Traffic Safety Administration (NHTSA)  
 Office of the Public Defender  
 Pinellas County Judge  
 Senior Trial Court Judge State of Florida  
 State Attorney's Office, Second Judicial Circuit  
 Tallahassee Community College (TCC)/SADD Florida  
 Tallahassee Police Department



**AT RISK DRIVERS/TEEN DRIVERS  
EMPHASIS AREA TEAM PARTNERS**



**Florida Teen Safe Driving Coalition Members**

- All Children’s Hospital
- Allstate Foundation
- Anthony Telesca Foundation
- Auto Club Group
- Bayfront Medical Center
- Brunet-Garcia
- Car Control
- DOT District 5 Community Traffic Safety Team (CTST)
- The Dori Slosberg Foundation
- Driving Coach Chris, Inc.
- Executive Office of the Governor
- Florida Department of Health (DOH)
- Florida Department of Highway Safety and Motor Vehicles (DHSMV)
- Florida Department of Transportation (DOT)
- Florida Highway Patrol (FHP)
- Florida Police Chiefs Association (FPCA)
- Florida S.A.F.E., Inc.
- Florida Sheriffs’ Association (FSA) Teen Driver Challenge Quality Assurance
- Florida Students Against Destructive Decisions (SADD)
- Foley & Lardner
- Ford Motor Company – Driving Skills for Life
- George Group
- Heartland Education Consortium
- Hillsborough County Public Works
- Meagan Napier Foundation

- National Highway Traffic Safety Administration (NHTSA)
- National Safety Council (NSC), SFC
- Orlando Health
- Orlando Royal Plaza Hotel
- Responsible Decision Making Coalition
- Reynolds’ Right Hands
- Safe Kids USA
- Safe Kids Worldwide
- Senior Trial Court Judge State of Florida
- Southern Florida National Safety Council (NSC)
- Stay Alive...Just Drive!, Inc.
- Tallahassee Police Department
- The American Automobile Association (AAA)
- Teen Driver Challenge
- Teen Driver Safety Foundation
- Teens Learn to Drive Foundation, Inc.
- Twin Visions, Boca
- The Self Movement

**AT-RISK DRIVERS/AGING ROAD USERS  
EMPHASIS AREA TEAM PARTNERS**



**Safe Mobility For Life Coalition Members**

- AAA Auto Club South
- AARP
- Area Agency on Aging for North Florida, Inc.
- Area Agency on Aging of Pasco-Pinellas, Inc.
- Carlin Rogers Consulting
- Commission for the Transportation Disadvantaged
- Community Traffic Safety Teams (CTST) Coalition
- Florida Department of Community Affairs (DCA)
- Florida Department of Elder Affairs (DOEA)



Florida Department of Health (DOH)  
 Florida Department of Highway Safety and Motor Vehicles (DHSMV)  
 Florida Department of Transportation (DOT)  
 Federal Highway Administration (FHWA) Florida Division  
 Florida Association of Area Agencies on Aging (F4A)  
 Florida Association of Senior Centers  
 Florida Highway Patrol (FHP)  
 Florida International University (FIU)  
 Florida Public Transportation Association (FPTA)  
 Florida Regional Councils Association (FRCA)  
 Florida State University (FSU), College of Medicine  
 Lee County Sheriff's Office  
 Metropolitan Planning Organization Advisory Council (MPOAC)  
 National Highway Traffic Safety Administration (NHTSA) (Ex-Officio Member)  
 University of Florida (UFL), Institute for Mobility, Activity and Participation (I-MAP)  
 Pepper Institute on Aging and Public Policy  
 StarMetro  
 Tallahassee Senior Center

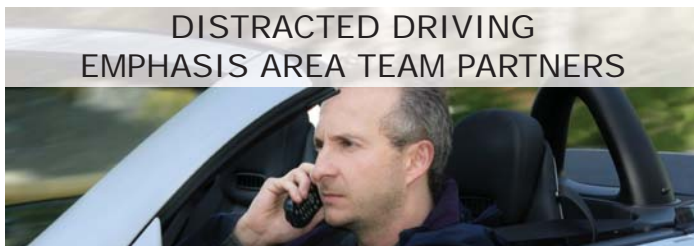
Florida Department of Transportation (DOT)  
 Florida Students Against Destructive Decisions (SADD)  
 Florida Trucking Association (FTA)  
 Lee County Metropolitan Planning Organization (MPO)  
 Lee County Risk Management  
 Mothers Against Drunk Driving (MADD)  
 Parsons Brinkerhoff  
 Stay Alive...Just Drive!, Inc.



**Traffic Records Coordinating Committee Members**

The organizations listed below are represented on the TRCC Executive Board (denoted by an \*) and the Traffic Safety Data Technical Committee.

Florida Agency for Health Care Administration (AHCA)\*  
 Florida Department of Health (DOH)\*  
 Florida Department of Highway Safety and Motor Vehicles (DHSMV)\*  
 Florida Department of Transportation (DOT)\*  
 Florida Sheriff's Association (FSA)  
 Florida Highway Patrol (FHP)/Motor Carrier Compliance\*  
 Florida Police Chief's Association (FPCA)\*  
 University of Florida (UFL)



American Automobile Association (AAA)  
 American Traffic Safety Services Association (ATSSA)  
 Baskerville-Donovan, Inc.  
 City of Daytona Beach  
 Crown Technology, LLC  
 Department of Highway Safety and Motor Vehicles (DHSMV)  
 Federal Highway Administration (FHWA)



**Florida Department of Transportation**  
**605 Suwannee Street, MS 53**  
**Tallahassee, FL 32399**