

FY 2006

State of Florida

Highway Safety Plan



Annual Report

**Florida Department of Transportation
State Safety Office**

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Introduction

Crash Summary

Traffic fatalities have been on the rise in Florida since 1996. With 3,533 people killed in traffic crashes during 2005, Florida's fatality numbers reached a record high for the third consecutive year. Motorcyclist fatalities have also increased dramatically since 1999, with the 441 motorcyclists killed in 2005 setting another state record. Additionally, alcohol-related fatalities have been on the rise since 1998, and the 1,239 alcohol-related traffic deaths in 2005 were the most since 1991. Preliminary data shows that the state will record about 200 fewer traffic fatalities in 2006 than in 2005.

According to the Florida Legislature's Office of Economic and Demographic Research, Florida's population continues to increase, with an estimated 18,013,160 people living in the state as of July 1, 2005. Vehicle miles traveled (VMT) in the state increased to 200,974 million in 2005. The rate of fatalities per 100 million VMT increased in 2005, but the rate of fatalities and serious injuries per 100,000 population decreased.

Accomplishments

The Florida Department of Transportation, in cooperation with a group of state, local, and federal safety partners, developed a Strategic Highway Safety Plan (SHSP) that addresses ways to reduce traffic fatalities and serious injuries in the State of Florida. The Department and these partners identified four emphasis areas upon which to focus their resources and strategies for the next five years. Those areas are aggressive driving, lane departures, intersection crashes, and vulnerable road users (bicyclists, pedestrians and motorcyclists). Also included in the SHSP are strategies for the continued focus on three other priorities – safety belts, crash data, and impaired driving.

Florida's safety belt usage rate reached an all time high of 80.7% in 2006 through an aggressive grassroots outreach plans and the efforts of the **Click It or Ticket Florida** Program. The Florida Legislature passed a bill to correct the Intoxilyzer source code issue that was hampering DUI prosecution, and Florida's 5th District Court of Appeal (DCA) issued a ruling that defendants were not entitled to the Intoxilyzer source code. The combination of the bill passage and the appellate court ruling will make DUI prosecution much easier.

Challenges

Florida's efforts to reduce traffic fatalities and injuries are hampered by the fact that the state continues to gain more than 300,000 permanent residents each year. This population increase, coupled with an expanding tourist population, has contributed to the state's record fatality numbers in 2003, 2004, and 2005.

Florida's safety belt usage rate reached a record level in 2006 despite having only a secondary safety belt law. The passage of a new safety belt law for persons under 18 in 2005 along with the **Click It or Ticket** mobilization contributed to this success. A primary safety belt law is needed to increase usage and reduce traffic fatalities. There is renewed hope that passage of a primary bill will be forthcoming during the 2007 legislative session.

Motorcycle fatalities have climbed in recent years with the increased popularity of riding and radical changes to the mandatory helmet law. Legislation reinstating the helmet law is not anticipated during the 2007 legislative session. The Florida Legislature did pass a law requiring owners of motorcycles, motor-driven cycles, and mopeds to present proof that they have valid motorcycle endorsements before registering them. Riders must pass a motorcycle safety course to get their motorcycle endorsements.

Florida DUI prosecutors dealt with several unfavorable rulings related to breath test affidavits and the Intoxilyzer 5000 during the year. The recent 5th DCA ruling should end the source code problem, but prosecutors still have to deal with the issues created by the U.S. Supreme Court ruling in **Crawford v. Washington**.

The Florida Legislature has rejected several attempts to lower the hard core drunk driver limit from 0.20. Attempts to lower the limit to 0.16 during the 2003-2006 legislative sessions died. This change is needed for Florida to qualify for Section 410 funds in FY 2008. A bill to lower the limit is expected to be introduced during 2007 in the Legislature.

Crash Data / Trends

Baseline Data 1994-1997

Progress Report Data 1998-2003

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Fatalities (Actual) ¹	2,806	2,811	2,889	2,920	2,999	3,013	3,143	3,179	3,257	3,533
Fatality Rate /100 million VMT	2.16	2.10	2.10	2.06	1.97	1.76	1.76	1.71	1.66	1.76
Injuries (Actual) ¹	241,377	240,001	241,863	232,225	231,588	234,600	229,611	221,639	227,192	233,930
Fatality & Serious Injury Rate/100 million VMT	26.75	25.58	23.65	23.20	21.50	19.89	18.83	17.65	16.72	16.32
Fatality Rate/100K Population ²	18.70	18.37	18.40	18.13	18.28	17.93	18.27	18.16	18.59	19.73
Fatal & Serious Injury Rate/100K pop. ²	231.17	224.09	207.15	204.47	199.42	203.7	195.72	187.26	187.17	183.15
Alcohol Related Fatalities ¹	944	926	862	936	979	1,000	1,007	1,096	1,093	1,240
Proportion of Alcohol Related Fatalities	33.6	32.9	29.8	32.1	32.6	33.2	32.0	34.5	33.6	35.1
Alcohol Related Fatality Rate/100M VMT	0.72	0.69	0.63	0.66	0.65	0.58	0.56	0.59	0.58	0.62
Percent of Population Using Safety Belts	62.7%	60.0%	57.1%	58.7%	64.8%	69.5%	75.1%	72.6%	76.3%	73.9%
Pedestrian Fatalities ¹	559	535	548	501	506	510	484	509	504	576
Bicyclist Fatalities ¹	105	114	95	115	83	107	108	95	119	119
Motorcyclist Fatalities ¹	138	163	158	156	227	252	274	339	388	441
Vehicle Miles Travelled (in millions)	129,637	134,007	137,495	141,903	152,136	171,029	178,681	185,642	196,185	200,974

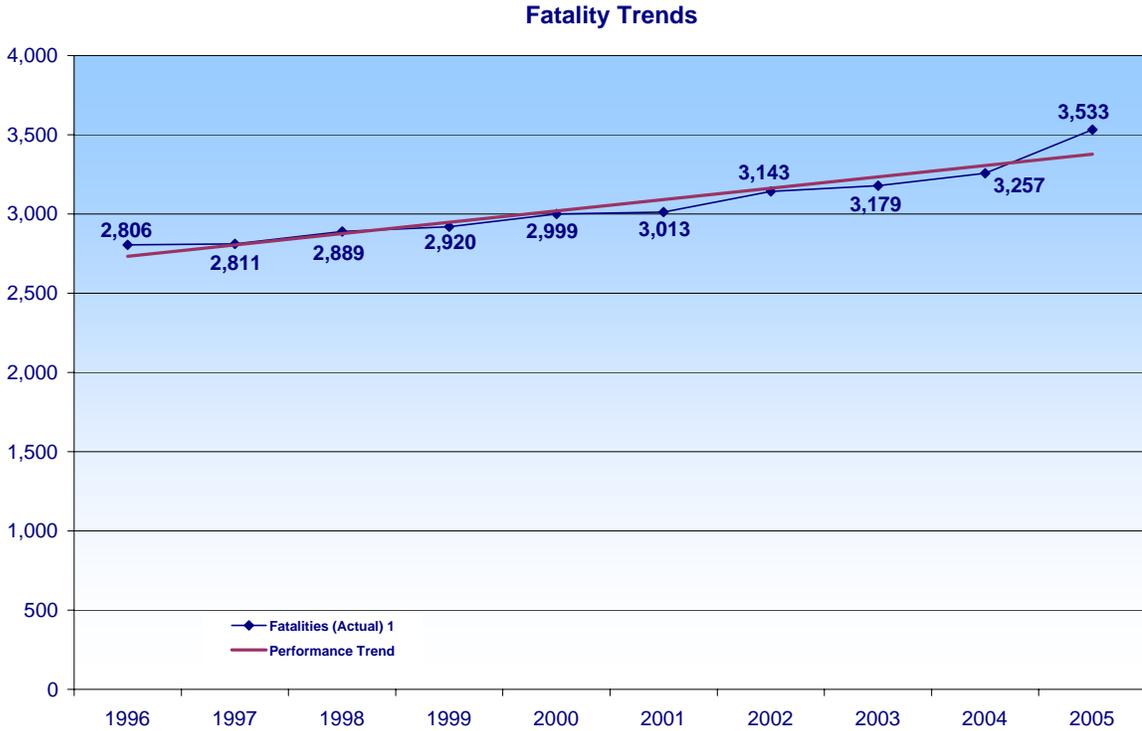
¹ Fatality and injury data from the Department of Highway Safety and Motor Vehicles **Traffic Crash Facts** books.

² Population figures obtained from the Florida Legislature's Office of Economic and Demographic Research.

Performance Goals and Trends

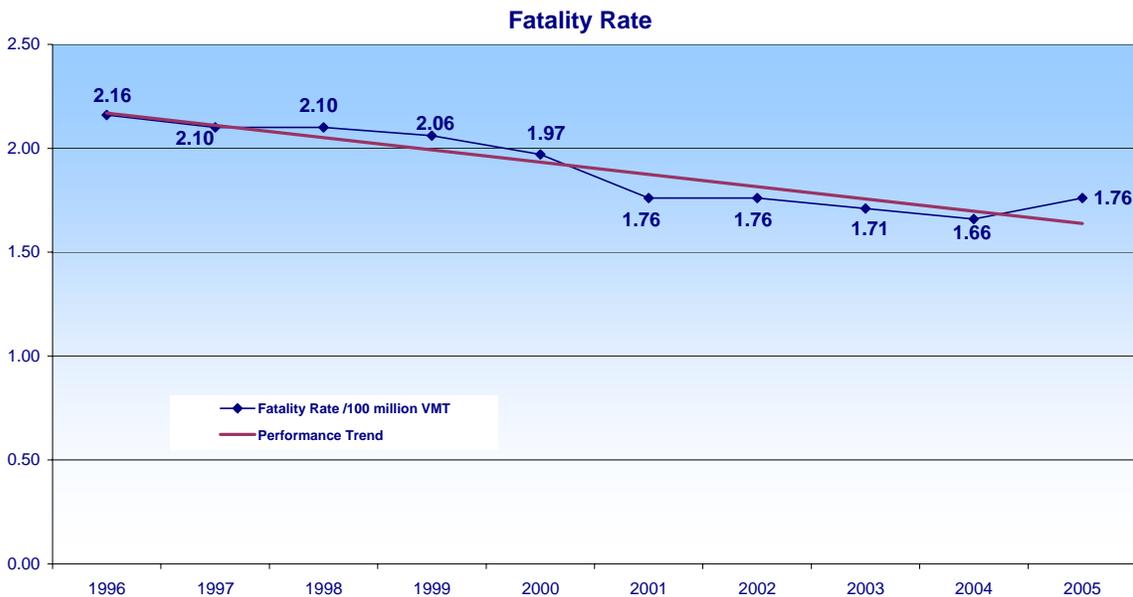
Goal: Fatalities
Baseline

To reduce fatalities to 3,170 in CY 2006.
Baseline Data



Goal: Fatality Rate/VMT
Baseline

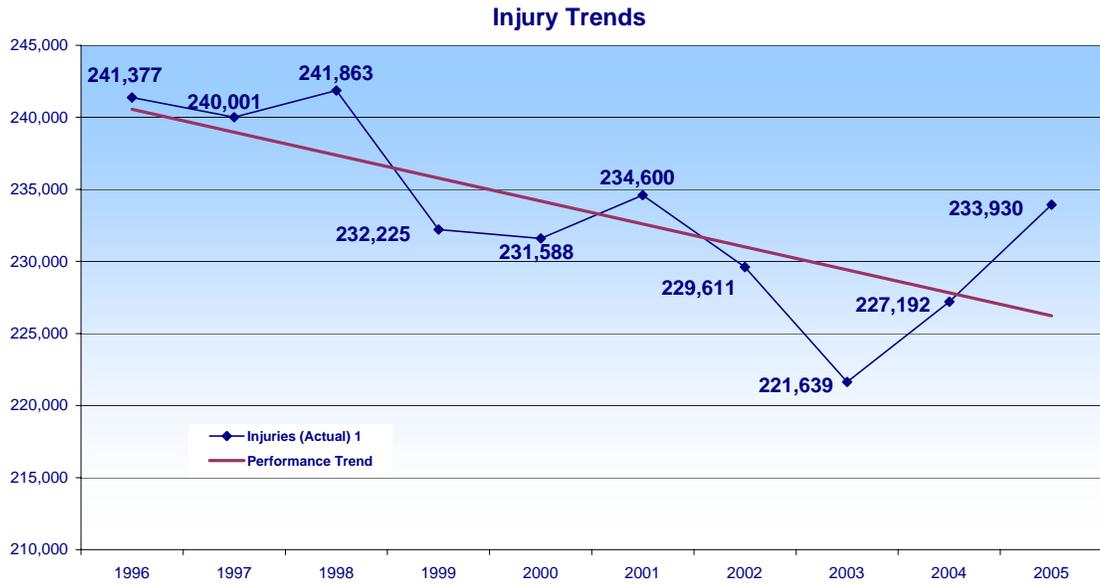
To reduce the fatality rate to 1.66 per 100M VMT in CY 2006.
Baseline Data



Goal: Injuries
Baseline

To reduce traffic injuries to 220,000 in CY 2006.

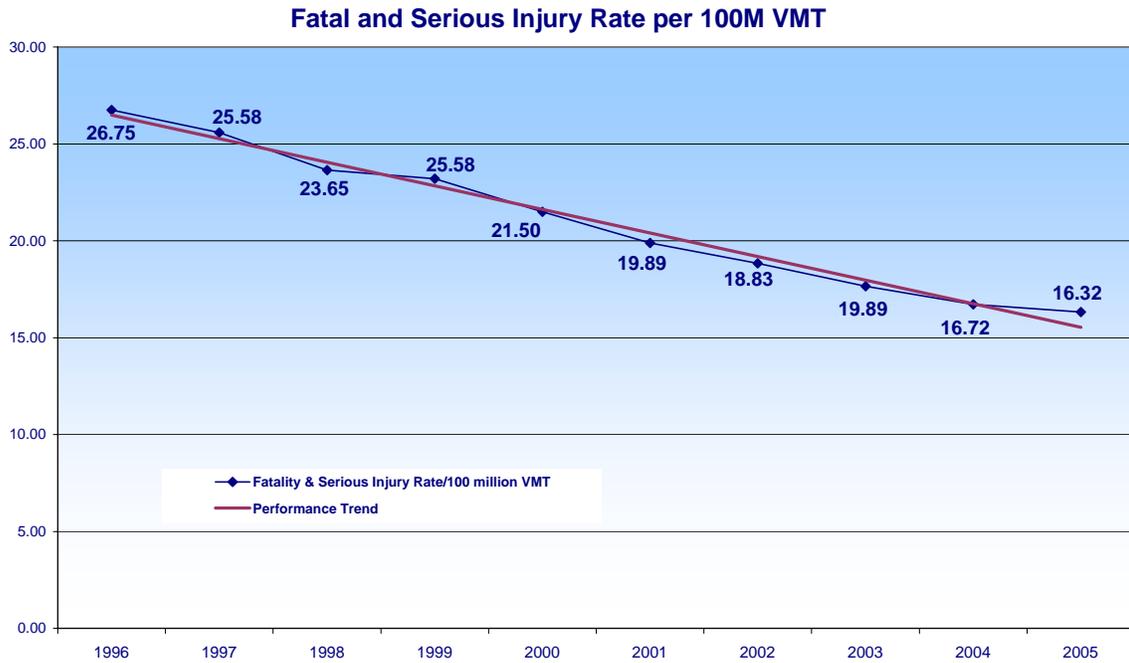
Baseline Data



Goal: Fatal and Injury Rate/VMT
Baseline

To reduce the fatal and injury rate to 17.40 per 100M VMT in CY 2006.

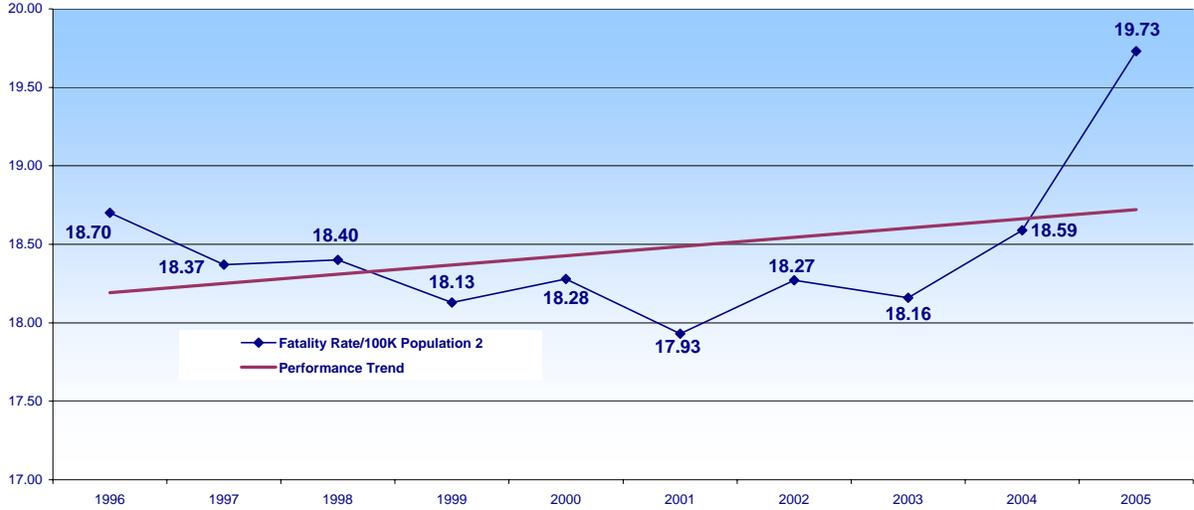
Baseline Data



Goal: Fatality Rate/100K Population
Baseline

To reduce the fatality rate per 100K population to 18.1 in CY 2006.
Baseline Data

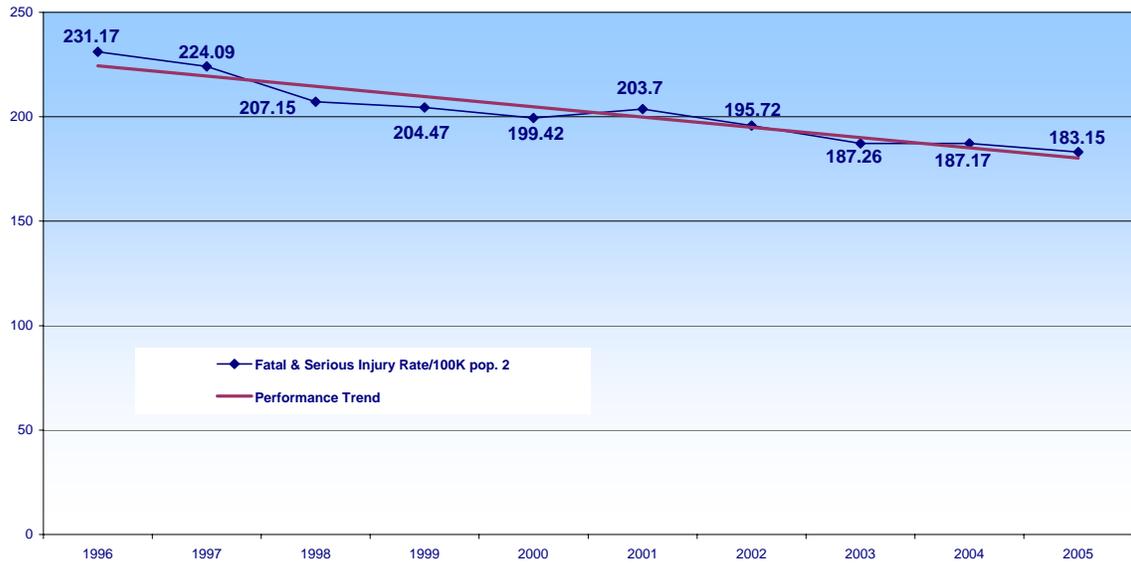
Fatality Rate/100K Population



Goal: Fatal/Injury Rate/100K Population
Baseline

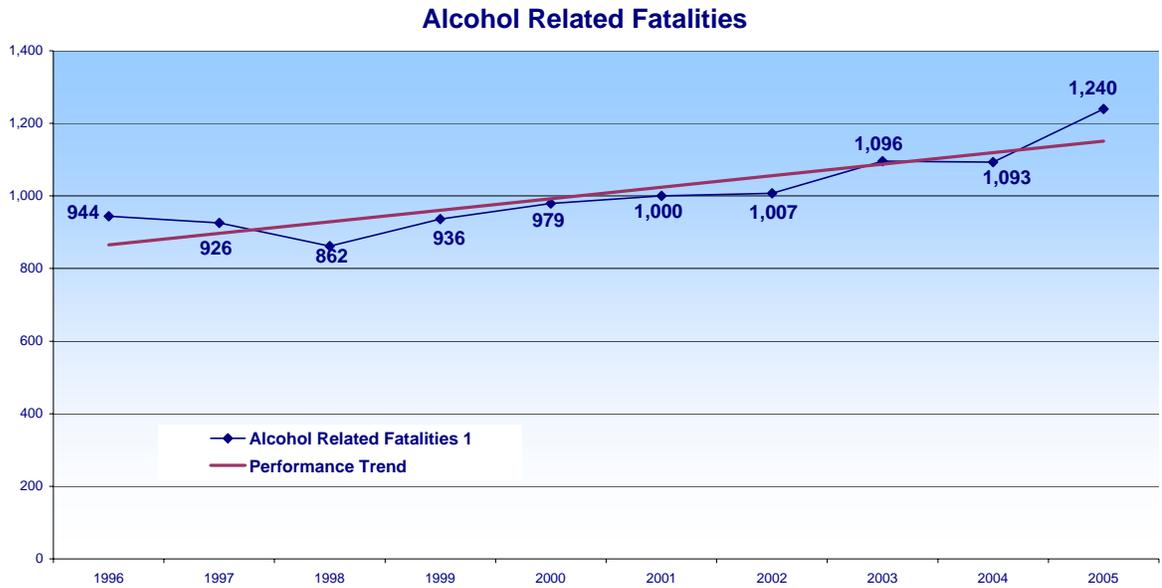
To reduce the fatality/injury rate per 100K population to 187.0 in CY 2006.
Baseline Data

Fatal and Injury Rate / 100K Population



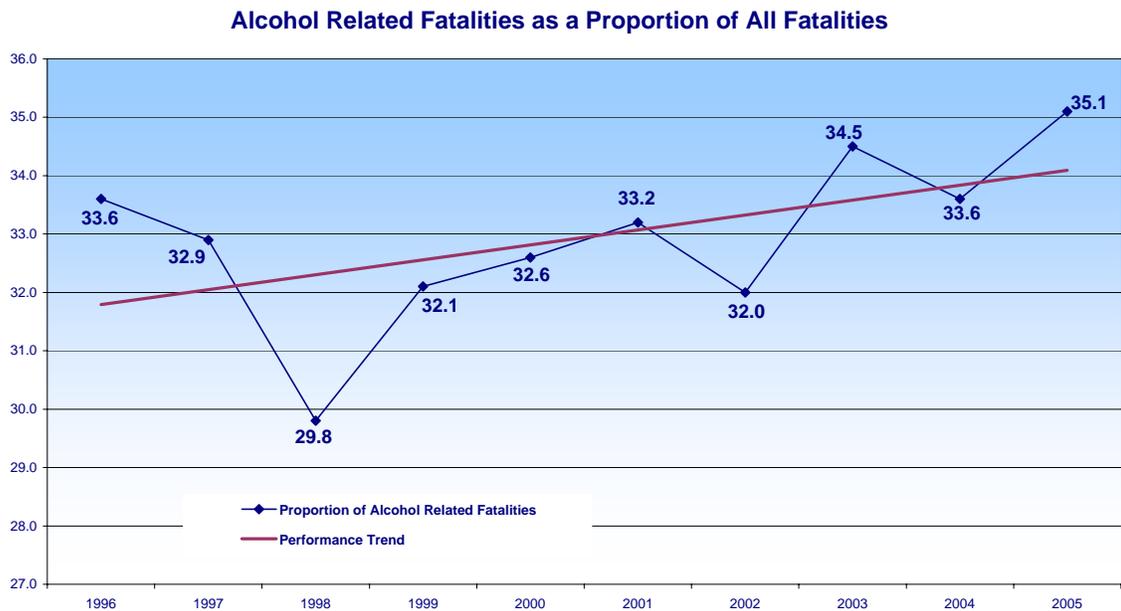
Goal: Alcohol Fatalities
Baseline

To reduce alcohol fatalities to 1,050 annually in CY 2006.
Baseline Data



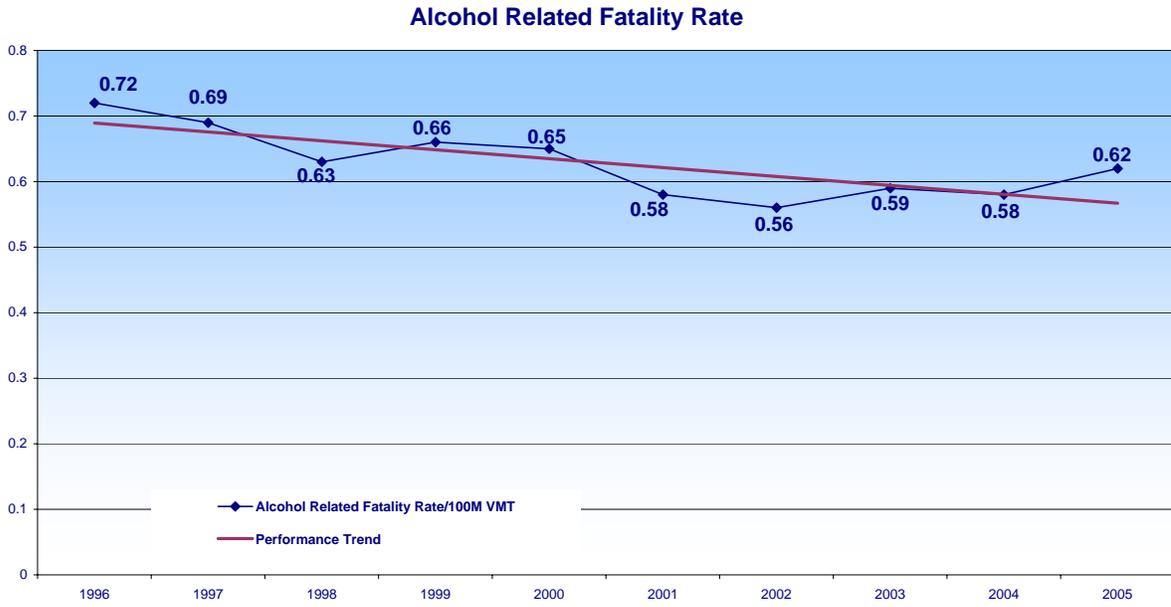
Goal: Alcohol Fatality Proportion
Baseline

To reduce the alcohol related fatality rate to 32.2% annually in CY 2006.
Baseline Data



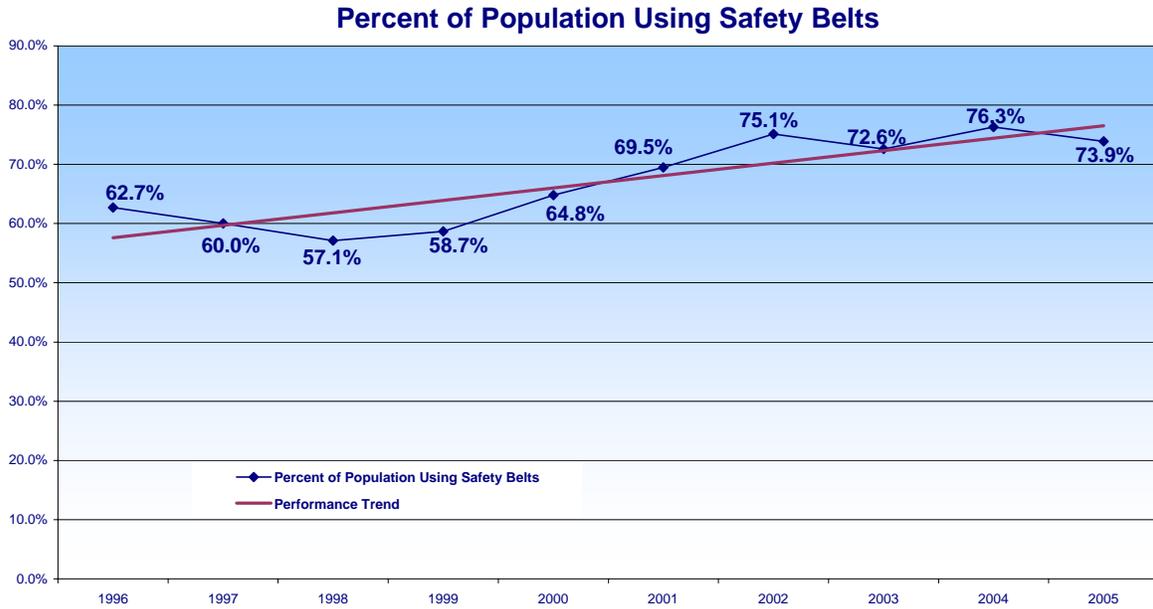
Goal: Alcohol Fatality Rate/VMT
Baseline

To reduce the alcohol fatality rate per 100M VMT to 0.54 in CY 2006.
 Baseline Data



Goal: Safety Belt Use
Baseline

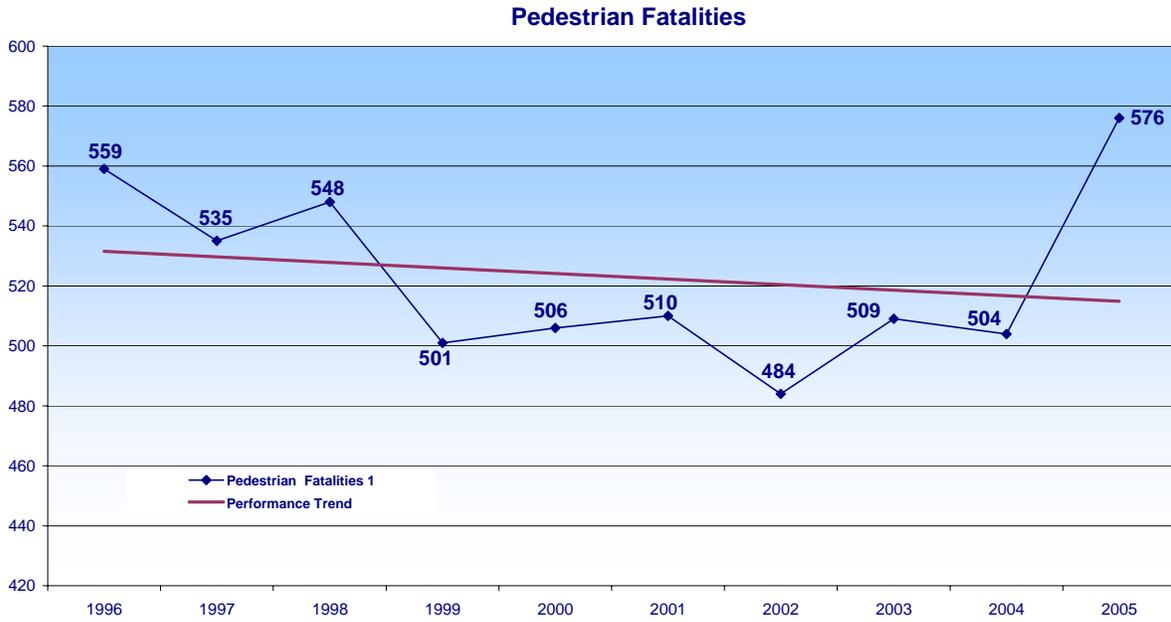
To increase safety belt use to 80% in CY 2006.
 Baseline Data



Goal: Pedestrian Fatalities
Baseline

To reduce pedestrian fatalities to 485 in CY 2006.

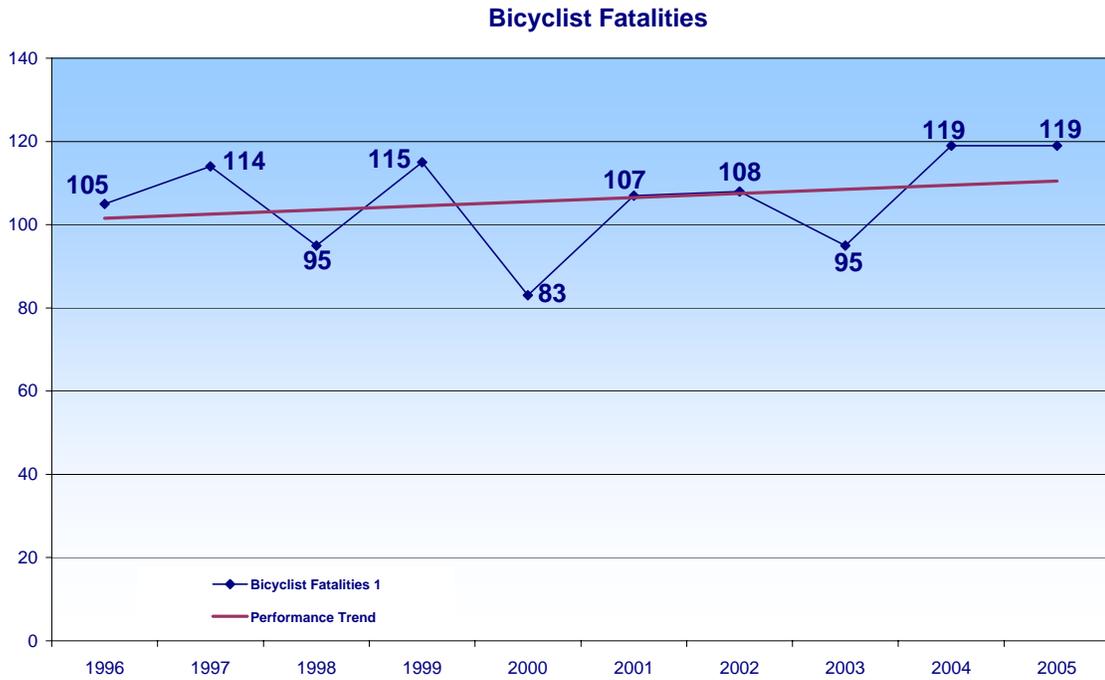
Baseline Data



Goal: Bicycle Fatalities
Baseline

To reduce bicycle fatalities to 100 in CY 2006.

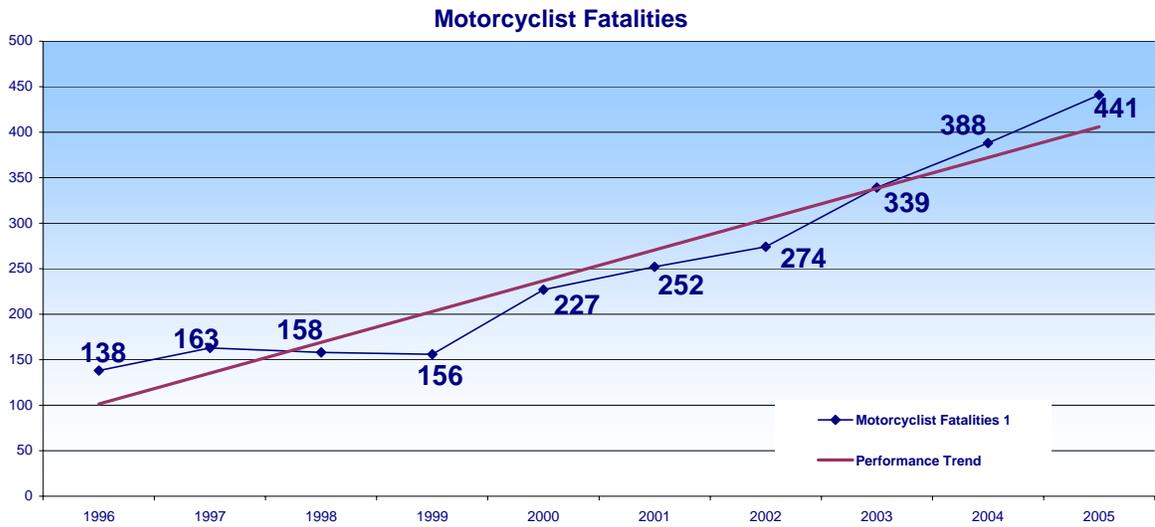
Baseline Data



Goal: Motorcyclist Fatalities
Baseline

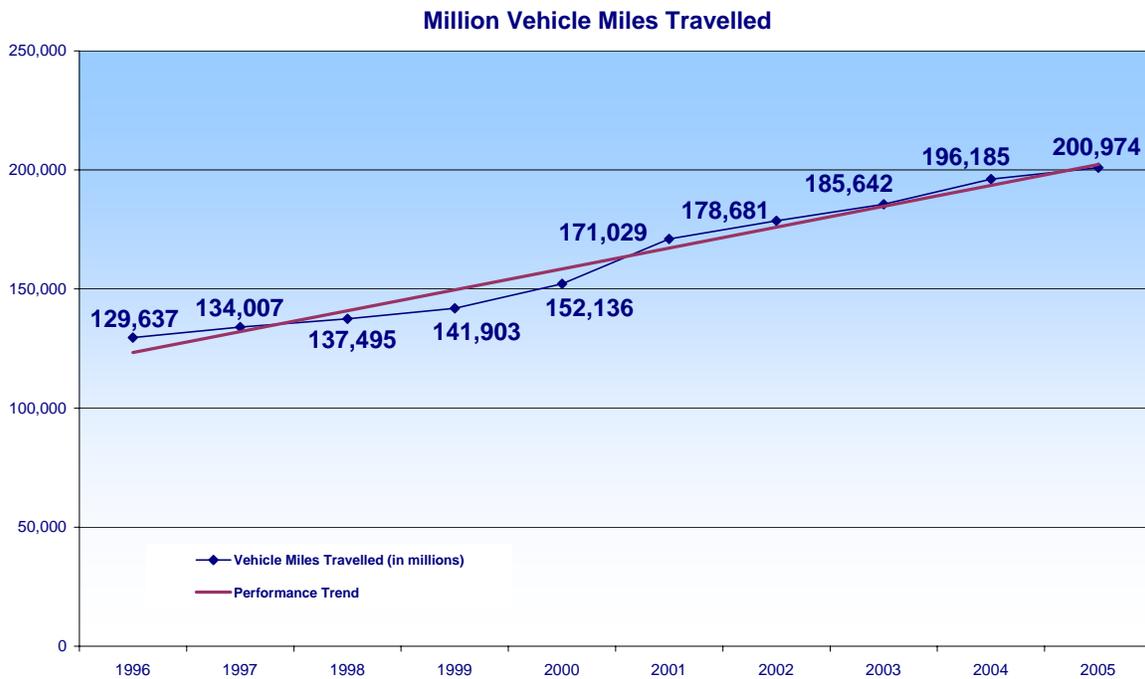
To reduce motorcycle fatalities to 350 in CY 2006.

Baseline Data



Million Vehicle Miles Travelled
Baseline

Baseline Data



Impaired Driving Program Overview

Florida was one of 15 states that participated in the ***You Drink & Drive. You Lose.*** **Sustained Enforcement Program** sponsored by the National Highway Traffic Safety Administration (NHTSA). As a result, the main focus of our impaired driving program has been the **Sustained Enforcement Program** effort. FY 2006 short range goals included the following:

1. To reduce the number of people killed in Florida as a result of alcohol-related crashes to less than 1,050 in 2006.
2. To expand the ***You Drink & Drive. You Lose. Sustained Enforcement Program*** into Lake, Marion, and Osceola counties.
3. To conduct at least 400 DUI checkpoints in Florida by September 30, 2006.
4. To provide specialized DUI training to at least 1,250 law enforcement officers and 500 prosecutors by September 30, 2006.

The ***You Drink & Drive. You Lose. Sustained Enforcement Program*** was expanded into Lake, Marion, and Osceola counties during FY 2005. The 20 counties that were targeted in FY 2006 accounted for 77.8% of all alcohol-related crashes during 2002-2003. Based on monthly reports, 342 DUI checkpoints were held by agencies that participated in the both the **Sustained Enforcement Program** and the **Labor Day National Crackdown**. Nearly 107,000 cars were checked during these operations. The agencies also conducted 3,441 DUI saturation patrols during the year. The agencies made a total of 23,892 DUI arrests during the year. A total of 103 law enforcement agencies qualified for equipment incentives through their participation in the **Sustained Enforcement Program** during FY 2006.

In January 2006, the National Highway Traffic Safety Administration (NHTSA) announced that the ***You Drink & Drive. You Lose.*** slogan was being dropped, and that a new slogan was going to be developed. NHTSA announced that the new slogan would be ***Drunk Driving: Over the Limit. Under Arrest.*** in June 2006. Florida agreed to use the new slogan for the **Labor Day National Crackdown**.

Florida participated in the ***Drunk Driving: Over the Limit. Under Arrest. Labor Day National Crackdown***. Participation in the Labor Day campaign was less than expected in 2006 – 180 law enforcement agencies reported their activity. Another 41 checkpoints were held during the **Labor Day National Crackdown** by agencies that are not part of the **Sustained Enforcement Program**. Higher participation had been expected because this was the first time in three years that Florida was not hit by a hurricane during August and September. Radio time was bought statewide to air public service announcements during the crackdown, and television spots were aired on cable outlets in six geographic areas.

The FDOT Safety Office promotes DUI checkpoints whenever possible as the best countermeasure to reduce the number of people killed in alcohol-related crashes. Law enforcement agencies must conduct checkpoints to receive the highest level incentive rewards offered by the **Sustained Enforcement Program**. In addition, the Safety Office funds grants for checkpoint equipment, makes DUI checkpoint trailers available for use at checkpoint locations, and funds a DUI checkpoint class for law enforcement officers. As a result, more Florida agencies are hosting checkpoints.

Florida's DUI defense bar is very active in trying to find new ways and reviving old arguments to win cases for their clients. Thus, it is imperative that law enforcement personnel and prosecutors receive specialized training in DUI enforcement and prosecution. Training was provided to law enforcement officers, breath test operators, and prosecutors through grants with the University of North Florida and the Florida Prosecuting Attorneys Association. Law enforcement classes included DUI Case Preparation and Courtroom Testimony, Standardized Field Sobriety Testing (SFST) and SFST Instructor, Sobriety Checkpoint Operations, In-Car Video Training for DUI Enforcement, Drugs that Impair Driving, Drug Recognition Expert, Florida Breath Test Conference, and the annual Symposium on Alcohol and Drug Impaired Driving Enforcement. Prosecutor training included the DUI Trial Advocacy School, Pre-Trial Motions Workshop, Advanced DUI Seminar, and DUI/Vehicular Manslaughter Seminar.

Approximately 698 law enforcement officers attended specialized DUI classes conducted by the Institute of Police Technology and Management during the year. Some 34 officers completed the DRE class, and 91 officers completed other DRE-related classes. Some 389 law enforcement officers, breath test operators, and prosecutors attended the annual Symposium on Impaired Driving Enforcement, and 87 officers and breath test operators attended the Breath Test Conference. About 480 prosecutors attended specialized DUI prosecutor training run by the Florida Prosecuting Attorneys Association during the year.

Funding for training will continue in FY 2006. The DUI Training grant will be awarded when sufficient Section 402 funds become available; the initial grant for prosecution training was awarded in October. There will always be a need for specialized DUI training because the state has a high turnover/re-assignment rate for officers and prosecutors.

The DOT Safety Office has also been very active in funding the creation of new DUI enforcement positions throughout the state. During FY 2005, the Safety Office funded, in whole or part, 15 DUI enforcement positions across the state. The officers who filled these positions made 1,591 DUI arrests during the year. They also issued more than 8,100 moving violations. The officers participated in 67 DUI checkpoints and 377 saturation patrols.

Occupant Protection – Program Overview

Florida's occupant protection program includes training, education, law enforcement, and public awareness components. FY 2006 goals included the following:

1. To increase safety belt usage among drivers and passengers to 80% by September 30, 2006.
2. To increase the number of special needs children restrained properly while riding in a motor vehicle by 10% by September 30, 2006.
3. To increase the number of law enforcement agencies participating in enforcement waves throughout Florida by 5% by September 30, 2006.
4. To increase awareness concerning resources and child passenger safety inspection stations for families throughout Florida.
5. To increase the number of children restrained properly while riding in a motor vehicle by 10% by September 30, 2006.
6. To increase the safety belt usage rate of teen drivers by 5% by September 30, 2006.

Florida was one of only two states to implement the ***Buckle Up In Your Truck*** campaign statewide from May 14-21, 2006. Over \$1,500,000 was used to place 4,042 television spots and 2,332 radio spots featuring the ***Buckle Up In Your Truck*** message. The safety belt usage rate for pickup truck occupants was 72.4 percent in 2006 – a 10.8 percent increase compared to the 2005 results.

The 2006 **Memorial Day *Click It or Ticket Florida* Mobilization** was conducted from May 23 through June 5. A media campaign was launched statewide. A total of \$2,100,000 was used to place television and radio advertisements featuring the ***Click It or Ticket Florida*** message, resulting in 4,765 television spots and 3,556 radio spots being aired. In addition, over 89 press conferences were held, 646 television stories aired, 797 radio news stories aired, and 451 print news stories ran throughout the mobilization. In conjunction with the campaign, 297 agencies reported issuing 32,692 safety belt citations and 1,216 child restraint citations. In 2006, the overall safety belt usage rate was a record 80.7%.

The **Florida Law Enforcement Liaisons**, promoting the **Click It or Ticket Florida, Buckle Up In Your Truck, the Florida Law Enforcement Challenge, and Summer H.E.A.T. (Heavy Enforcement of All Traffic)** campaigns, conducted 1,241 visits to law enforcement agencies. In addition, the Law Enforcement Liaisons recognized 217 law enforcement officers and 379 law enforcement agencies throughout 2006. The program is being restructured to better meet the needs of law enforcement agencies.

The **Florida Special Needs Occupant Protection Program** evaluated 107 children with special health care needs at six regional sites compared to five from the previous fiscal year. A total of 90 seats were loaned to patients with acute special health care needs. An additional eight certified technicians completed the Transporting Children With Special Health Care Needs Training.

During fiscal year 2006, there were 22 NHTSA 32-hour Child Passenger Safety classes coordinated statewide. Approximately 606 new technicians were certified and four technicians became certified instructors. More than 14,000 parents, health professionals, police officers, rescue personnel, and others received training. Florida currently has 58 nationally certified instructors and over 1,200 technicians. Data collected from child safety seat checks and child passenger safety inspection stations shows Florida's misuse rate of child safety seats at 94.9%. Florida's most frequent errors of installation include:

- (1) safety belt or LATCH not tight,
- (2) harness straps not snug on the child, and
- (3) child safety seat needed, but not used.

The **Florida Child Safety Seat Distribution Program** distributed 10,377 child safety seats to qualified programs and school districts throughout Florida. Each program must have at least one nationally certified child passenger safety technician on staff to be eligible for grant funded child safety seats. These seats were distributed to low-income families, at a reduced cost, when a replacement seat was needed. The programs collected \$5,541 in donations for seats distributed that was used to purchase additional seats for those programs.

The **Florida Traffic Safety Liaisons** conducted 73 recertification sign-offs. All other sign-offs were completed by local instructors in the field. Also the **Florida Child Safety Seat Distribution Program** distributed Florida Child Passenger Safety Week Kits to approved child passenger safety inspection stations to assist with National Child Passenger Safety Week activities throughout out the state.

The Occupant Protection Program will continue to support safety belt use initiatives to meet the needs of every demographic throughout Florida. Special emphasis will be placed on those demographics with the lowest safety belt usage rate in Florida, including light truck occupants and minorities. Paid media efforts for the 2007 Memorial Day **Click It or Ticket Florida** wave will be conducted.

Paid Media Report

Impaired Driving

During the ***Drunk Driving: Over the Limit. Under Arrest. Labor Day National Crackdown***, a media campaign was launched in Florida using approximately \$420,256 in Section 410 funds for television spots and \$63,135 for radio spots. Cable television buys were made in the Miami/Fort Lauderdale, Tampa/St. Petersburg, Orlando, Ft. Myers, Jacksonville, and Tallahassee media markets. In addition, a statewide radio buy was made. The television spot was aired 7,863 times, and the radio spot was aired 6,445 times. The primary target group was males between the ages of 18-34.

The University of North Florida (UNF) Public Opinion Research Laboratory conducted telephone surveys before and after the **Labor Day National Crackdown**. In addition to surveying a general sample of the population, an over-sample of 18-34 year olds was conducted. In the initial survey, only 43% of the 18-34 year old respondents said that they had heard or read something recently about impaired driving. In the follow-up survey, 63.6% of the respondents said they had heard or read something recently – a 20.6% increase. There was a 12% increase among the general population response.

When asked about where they heard something on impaired driving, television was the only medium that recorded an increase between the initial and follow-up surveys. The 18-34 year old sample recorded a 17.1% increase in hearing something on impaired driving – from 60% in the initial survey to 77.1% in the follow-up survey. There was also a 6.4% increase among the general population. These responses indicate that television spots have more impact on the main target audience than other mediums.

There was a six percent increase in name recognition of the ***Drunk Driving: Over the Limit. Under Arrest.*** slogan between the initial and follow-up surveys for both population groups.

Occupant Protection

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Surveys were taken at DHSMV offices around the state before and after the mobilization. Name recognition for ***Click It or Ticket Florida*** was 78% in the post-mobilization surveys – a 13% increase from pre-mobilization surveys.

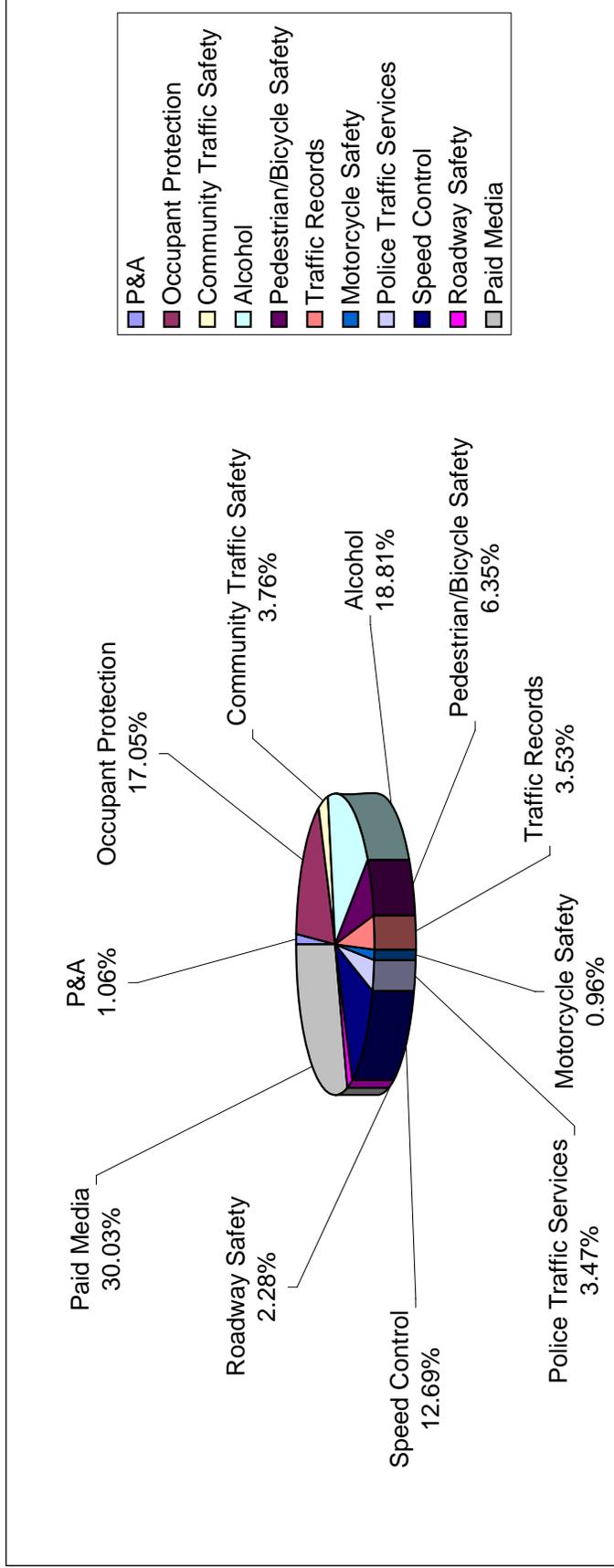
Looking to the Future

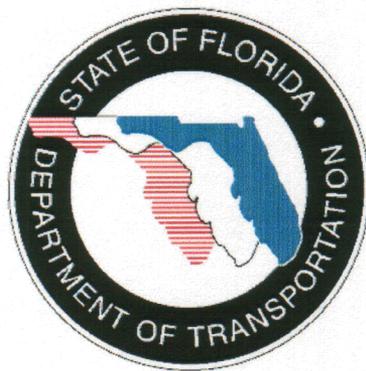
Significant Challenges to be addressed

Over the past few years, Florida has seen an increase in the number of traffic fatalities. This trend appears to be reversing in 2006, but it takes more than one year to make a trend. Statistically, we know that we must increase the number of Floridians who buckle their safety belts, reduce the number of people driving aggressively and/or under the influence, reduce the number of fatalities involving pedestrians and bicyclists, and reduce the number of motorcyclists involved in fatal crashes.

Florida has developed a Strategic Highway Safety Plan that addresses strategies to reduce traffic fatalities in the State of Florida. The DOT Safety Office will continue to work with its partners in the Strategic Highway Safety Plan process to develop strategies to reduce crashes and save lives. Specifically, SHSP implementation roundtable meetings are scheduled in 2007 for late January and early February to discuss share action plans for implementation of SHSP strategies and other countermeasures. These meetings will culminate in a more comprehensive Transportation Safety Summit in the spring to spread the word and encourage implementation of action plans throughout the state.

FY 2006 Highway Safety Performance Plan										
Financial Summary										
Program Area	402	405 (J2)	157a	163DM	410 (J8)	163	411	2003b	Total	% of Total
P&A	\$227,332.29								\$227,332.29	1.06%
Occupant Protection	\$199,159.90	\$1,509,649.09	\$1,836,136.02					\$96,200.00	\$3,641,145.01	17.05%
Community Traffic Safety	\$336,637.95					\$466,866.24			\$803,504.19	3.76%
Alcohol	\$1,460,045.25			\$562,551.07	\$1,765,138.22	\$229,575.02			\$4,017,309.56	18.81%
Pedestrian/Bicycle Safety	\$925,915.43					\$431,033.13			\$1,356,948.56	6.35%
Traffic Records	\$709,588.81						\$44,414.10		\$754,002.91	3.53%
Motorcycle Safety	\$203,953.87								\$203,953.87	0.96%
Police Traffic Services	\$741,052.28								\$741,052.28	3.47%
Speed Control	\$1,054,713.84					\$1,655,526.16			\$2,710,240.00	12.69%
Roadway Safety	\$485,900.70								\$485,900.70	2.28%
Paid Media	\$5,752,673.67				\$660,057.41				\$6,412,731.08	30.03%
TOTAL	\$12,096,973.99	\$1,509,649.09	\$1,836,136.02	\$562,551.07	\$2,425,195.63	\$2,783,000.55	\$44,414.10	\$96,200.00	\$21,354,120.45	100.00%





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