



Safety Starts With Us.

Florida Strategic Highway Safety Plan
MARCH 2026

Together, we can save lives

"Drive Safely!"

"Let me know when you get home."

We say these things almost every time someone we care about hits the road. There is a reason for that. Between 2020 and 2024, **more than 17,000 people died and nearly 78,000 suffered life-altering injuries on Florida's roadways.** Every crash that resulted in a death or serious injury involved a multitude of decisions that led to a tragedy. Seemingly benign choices like glancing down at your phone to see who texted you, driving a little too fast because you are late for work, or not checking your blind spot for a pedestrian, bicyclist, or motorcyclist too often become a matter of life or death.

No one is a perfect driver, and no one should have their life changed forever because of a mistake on the road. **Safety is everyone's responsibility.** It is on all of us as drivers, passengers, motorcyclists, bicyclists, and pedestrians to make choices that protect ourselves and the people around us. It is the responsibility of the Florida Department of Transportation (FDOT), our counties, and local governments to design and build transportation systems that keep everyone safe. It is time to make sure everyone understands their role in safety and takes it seriously.

Contents

03

No Death Is Acceptable

Using traffic crash data, we gain a deeper understanding of the safety challenges on Florida's roadways. Data-based decisions are made regarding engineering, outreach, and education needs in order to eliminate serious crashes.

06

Building on Progress

New modes of transportation, a growing population, and a thriving tourism industry mean there are more travelers on Florida's roads than ever before. We must continue to innovate to ensure everyone gets home safely.

10

Knowing Where to Focus

Every death and serious injury on our roadways is preventable. Using a data-driven approach to identify the types of crashes, roadways, people, and behaviors that most commonly contribute to crashes resulting in death or serious injury, we can get to zero.

18

Let's Get Everyone Home Safely

The safety of Florida's residents and visitors is our top priority, so we will chart a road map outlining how we aim to get to zero. Like prior Strategic Highway Safety Plans (SHSPs), this document will establish a call to action for everyone, including our state and local agencies, advocacy groups, and most importantly – you.

9 PEOPLE **DIE** & **42** PEOPLE ARE SERIOUSLY INJURED



ON FLORIDA'S
ROADWAYS
EVERY DAY

**Based on daily averages between 2020 and 2024.*

No Death is Acceptable

Nine people die and another 42 are seriously injured on Florida's roadways every single day. These are not just statistics or data points, they are our parents, spouses, children, loved ones, friends, and coworkers. Being on the right track is not enough. We are working toward a target of zero traffic-related fatalities and serious injuries. No death or serious injury on Florida's roadways is acceptable.

Target Zero is Florida's commitment to making that happen. It is a proactive, bold, and systematic approach to eliminating every fatality and serious injury across Florida's transportation system, applying behavioral science, innovative technology, and research in a data-driven approach to prioritize where and how we act.

Florida's crash data tells us where the problems are, who is most at risk, and what behaviors are most likely to lead to a tragedy. We research and analyze crash data to understand not just where crashes have happened, but where they are likely to happen, so we can address them before they occur. That data drives everything: from the infrastructure investments we make, to the education campaigns we develop, to the communities we prioritize for outreach and engagement. We engage communities directly, building relationships and gathering feedback to make sure our strategies reflect the safety challenges people are actually facing.

Florida has made systematic safety investments in thousands of locations across the transportation system. FDOT invests in infrastructure and technological solutions at existing and potential crash locations, including wrong way driving detection, eliminating pedestrian and bicycle conflicts with automobiles, managing car speeds, and improving intersection lighting.

No single agency or investment gets us to zero. It takes all of us: our safety partners, our communities, and every person on Florida's roads, working toward the same goal.

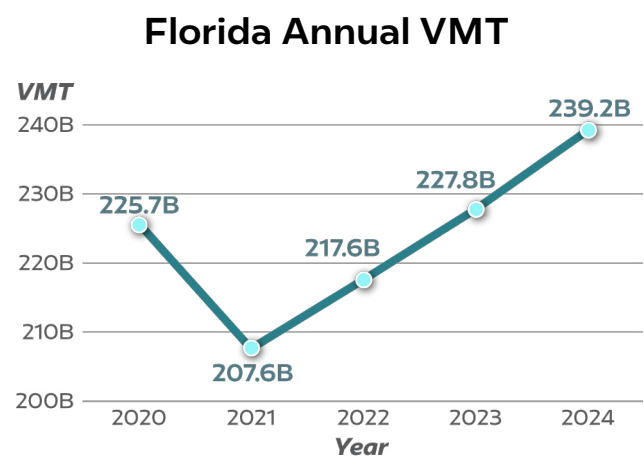
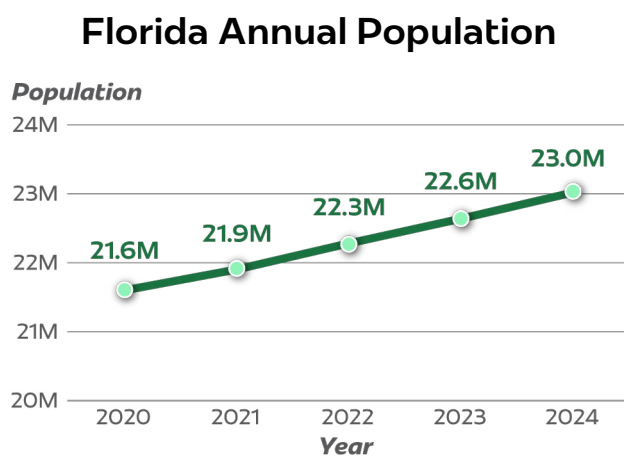
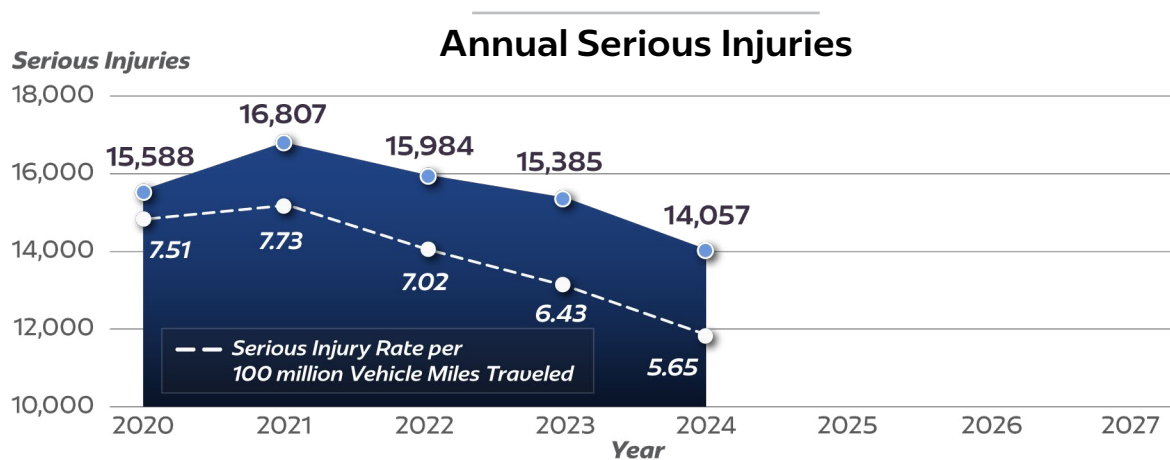
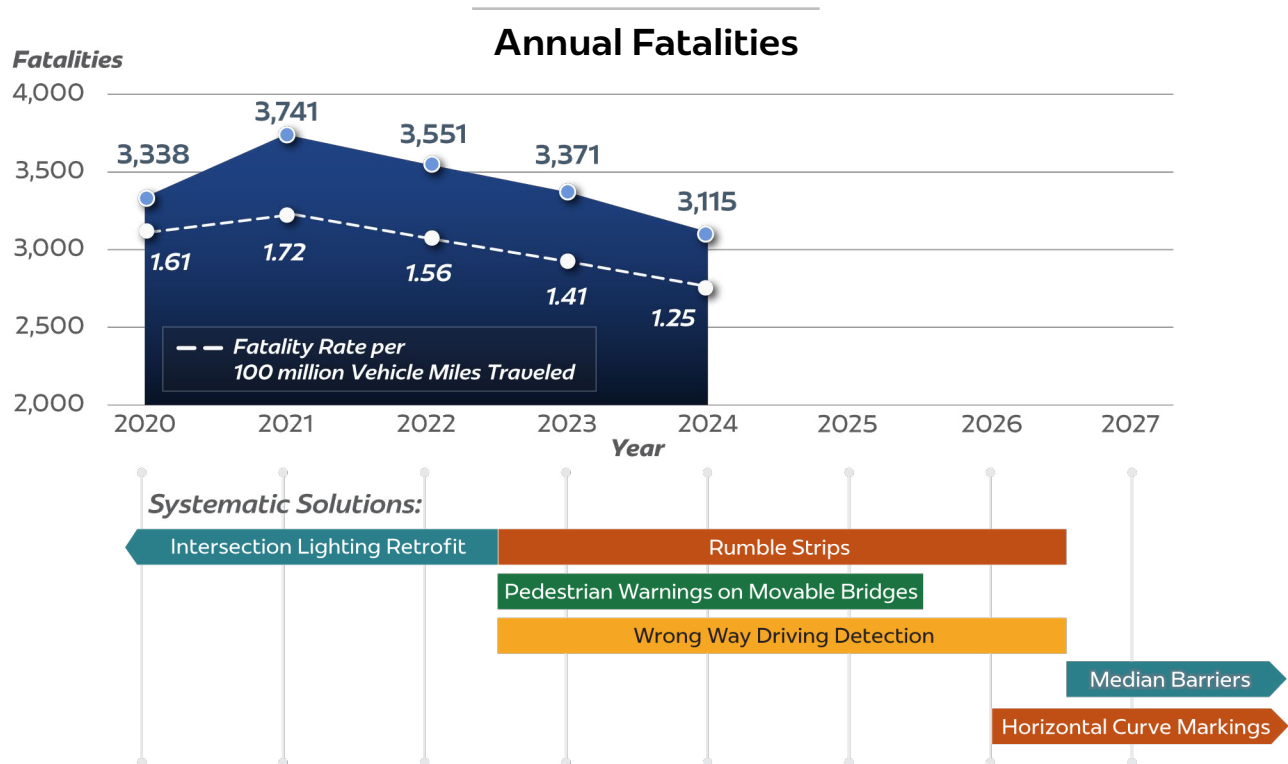
We rely on historic fatality and serious injury data to help us understand and evaluate Florida's traffic safety performance. Historic trends provide valuable context and insights for how our SHSP strategies and safety solutions are working.

These graphics illustrate Florida's safety performance between 2020 and 2024.

- **Florida's annual number of fatalities and rate of fatalities reached an all-time high in 2021.** Fortunately, the trend has since reversed and is building momentum toward zero.
- **Florida's annual number of serious injuries and rate of serious injuries have been very encouraging over the last decade.** There was an uptick in serious injuries and serious injury rate in 2021, which has since corrected and is declining rapidly year over year.
- **While Florida is on trend with the rest of the nation with fatal and serious injury declines, it is very important to point out this trend is occurring even while population and vehicle miles traveled (VMT) continue to climb in Florida.** Fatal and serious injury crashes typically increase when population and VMT increases. The fact that our serious crashes continue to decline despite this sets us apart from other states seeing similar crash declines.

Florida is investing in safety solutions and monitoring trends in fatalities and serious injuries to evaluate their effectiveness. The visuals to the right also include information on some of the safety solutions that are currently being implemented and those planned for implementation in future years.

We will continue to monitor Florida's safety performance to ensure we are making meaningful progress toward zero. Sometimes Florida's safety trends show us we need a different approach and it is our responsibility to carefully evaluate and adjust our strategies and safety solutions to get back on track.



Building on Progress

Embracing the Safe System Approach

For decades, the nationally accepted approach to traffic safety was built around the 4Es – Engineering, Education, Enforcement, and Emergency Response. The 4Es were critical in getting 90 percent of Floridians to wear their seatbelt and implementing lifesaving engineering solutions, like rumble strips, on Florida’s roadways. However, as safety challenges have evolved, so have the 4Es.

Target Zero builds on that progress, taking a broader view of what it means to make our transportation system safe. The strategies in this plan are structured around the Safe System Approach, which has proven effective in countries worldwide and is a driving force behind influencing safe driving behaviors and eliminating fatalities globally. It builds and reinforces multiple layers of protection to prevent crashes from happening and minimize the harm caused to those involved when crashes do occur.

The Safe System Approach emphasizes no death or serious injury on our transportation system is acceptable – the same commitment at the heart of Target Zero. It acknowledges that despite our best efforts, humans are going to make mistakes – crashes will happen. Unfortunately, humans are vulnerable, especially when exposed to extreme forces in a crash. At high speeds, people often don’t walk away from a crash unharmed.

So, what do we do about it? We have to attack the problem from both ends. We know that people make mistakes, so we design our transportation system to anticipate those mistakes. It also means using education, outreach, and enforcement to reduce the behaviors that cause crashes in the first place. It is everyone’s responsibility to make sure that when crashes happen, there are no fatalities or serious injuries. That means being proactive in identifying and addressing safety needs before crashes occur rather than after.

Safe System Elements

The strategies outlined in this plan focus on building a transportation system, supported by individual commitment to safer behavior, that prioritizes:

- ◎ **SAFER PEOPLE.** Advocate safe and responsible driving by creating conditions and setting personal and societal expectations that prioritize the safety and ability of everyone to reach their destinations unharmed.
- ◎ **SAFER VEHICLES.** Expand the availability of vehicle features that help prevent crashes and reduce their impact on people inside and outside the vehicle.
- ◎ **SAFER SPEEDS.** Promote safer speeds on all roads through thoughtful design, appropriate speed limits, targeted education, outreach campaigns, and enforcement.
- ◎ **SAFER ROADS.** Design roadways to reduce human errors, consider injury tolerances, promote safer behaviors, and support safe travel for pedestrians and cyclists.
- ◎ **POST-CRASH CARE.** Improve crash survivability by providing better and faster access to emergency medical care, ensuring a safe working environment for first responders, and quickly clearing crash scenes to prevent further crashes.



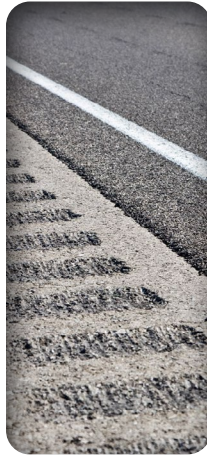
Systematic implementation of safety solutions is creating SAFER ROADS.

RUMBLE STRIPS

41 percent of fatal crashes involve vehicles swerving out of their lanes.

FDOT installed over 3,000 miles of rumble strips, creating audible and tactile feedback to reduce lane departure crashes.

Rumble strips provide redundancy, especially on rural roads where visibility is low, distractions are common, or emergency response may be delayed.



WRONG WAY DRIVING

Florida has installed signage and pavement markings to prevent drivers from entering highways on off-ramps and eliminate wrong-way driving.

Advanced technology alerts law enforcement when advanced warnings didn't work and drivers continue driving the wrong-way, supporting an immediate response and real-time location updates.

Widespread education, enforcement, and engineering efforts are creating SAFER SPEEDS.

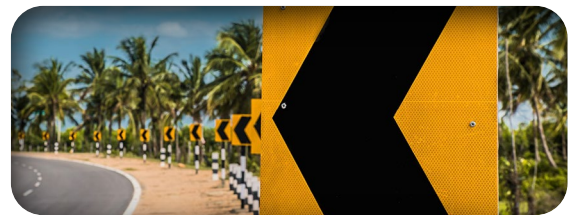
OPERATION SOUTHERN SLOWDOWN

Operation Southern Slowdown is a multi-state education and enforcement campaign focused on reducing speeding and influencing driver behavior.

HORIZONTAL CURVE MARKINGS

Horizontal curve markings are a low-cost solution that gives drivers advanced warning of an upcoming curve, encouraging them to slow down, and reducing lane departure crashes.

Horizontal curve markings help to reduce crashes by as much as 60 percent.



Statewide safety education campaigns and safety solutions are making Floridians SAFER PEOPLE.

STRATEGIC OUTREACH AND ENGAGEMENT ACTIVITIES

Florida's Target Zero education campaign:

- Identifies behaviors that contribute to crashes
- Determines why those behaviors are occurring
- Identifies the target audience
- Creates impactful messages that resonate with the audience

Target Zero focuses on influencing change in these specific behaviors before they occur.

LEADING PEDESTRIAN INTERVALS

Leading pedestrian intervals adjust traffic signal timing to give pedestrians crossing the street a head start so turning drivers can easily see them in the middle of the crosswalk, preventing crashes.

Leading pedestrian intervals have led to a 13% reduction in pedestrian crashes.

Safety policies and new technologies are leading to SAFER VEHICLES.

SEAT BELT LAWS AND SAFETY EDUCATION

After Florida's seat belt laws changed, the seat belt use rate climbed from 80.9 percent to 85.2 percent in less than a month.

Florida's seat belt use rate is currently over 90 percent.

Every year, Florida participates in a national education and enforcement campaign, Click It Or Ticket, to remind residents and visitors to buckle up for every trip, every time.



IN-VEHICLE TECHNOLOGY

Technologies like lane departure warnings, lane-keep assistance, and automatic braking have helped avoid countless crashes.

Technologies like these are one of the factors leading to a reduction in serious injuries.

SUNTRAX



SunTrax is FDOT's premier testing facility for both surface and air transportation technology. As the only research and development facility in the United States that combines these two focus areas, SunTrax plays an integral role in enhancing the safety and efficiency of Florida's transportation system through key testing of various technology, as well as Advanced Air Mobility (AAM) technology and how it will be safely integrated into Florida's transportation system.

SunTrax's many innovative features include a 2.25-mile oval track surrounding the campus with special, customizable vehicle and infrastructure technology testing environments. Additionally, SunTrax features the nation's first AAM aerial test track and dedicated air space, which allows for the safe testing and deployment of this emerging new mode of transportation within a controlled environment.

Florida's first responders and incident management technology are improving POST-CRASH CARE.

FLORIDA'S ROAD RANGERS

Florida's Road Rangers responded to over 33,000 traffic incidents in 2024.

Clearing disabled vehicles and debris from travel lanes helps prevent additional crashes from happening.



TRAFFIC INCIDENT MONITORING

Crashes on Florida's roadways are cleared within 43 minutes, on average.

Florida's Traffic Incident Monitoring program allows us to quickly identify when a crash occurs and dispatch the right first responders to the scene.



Knowing Where to Focus

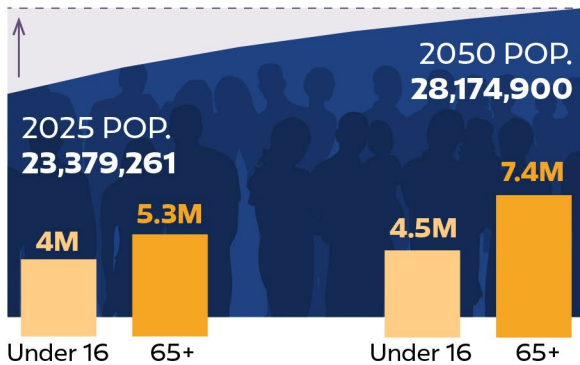
Florida's transportation system is extremely complex, and safety on Florida's roadways is influenced by a variety of factors. The state's growing population and economy, robust visitor activity, and the different ways we choose to travel have an impact on traffic crashes. The visuals to the right illustrate some of the key trends impacting safety on Florida's transportation system.

Population growth and annual visitors strengthen Florida's economy, but these same factors, along with how we choose to travel, are key drivers to Florida's traffic safety challenges. More people and strong economic activity leads to more drivers and freight vehicles on the roadways, creating inevitable conflicts and more crashes. It is our responsibility to inform everyone of the role they play in traffic safety and ensure our transportation system can accommodate additional demand safely by taking steps to reduce crash severity so that when crashes do happen, no one dies or is seriously injured.

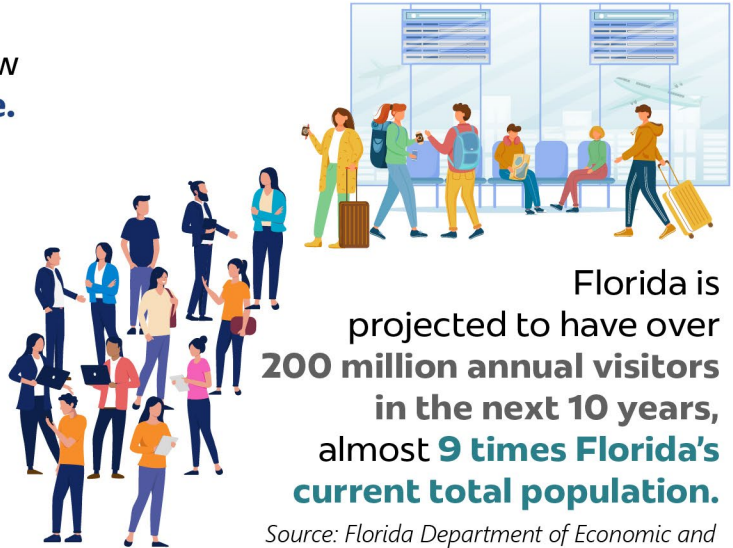
Growth is not the only change impacting the future of transportation safety in Florida. How people travel is changing as well. Residents and visitors have a broader mix of transportation options including walking, bicycling, ride share use, and micromobility devices (i.e. e-bikes, scooters, etc.).

As we consider how we prioritize safety solutions, it is important to understand that while the state owns and maintains about 10 percent of Florida's roadways, those state-owned roadways represent nearly half of all vehicle miles traveled and roadway fatalities. Focusing our investments on state-owned roads will give us the greatest return on our investment, helping us save the most lives on and off the state highway system.

Florida is projected to add **525 people every day** between now and 2050 for a nearly **21% increase**.



Source: Florida Bureau of Economic and Business Research (BEBR), 2025.



Florida is projected to have over **200 million annual visitors** in the next 10 years, almost **9 times Florida's current total population**.

Source: Florida Department of Economic and Demographic Research (EDR), 2025.



In 2024, **6% of Florida households** did not have access to a vehicle. Another **38% of households** only had access to one vehicle.

Source: U.S. Census, American Community Survey, 2024.

Between 2019 and 2024, Florida's **vehicle miles traveled** increased **10%**.

Source: FDOT, 2025.



The state highway system makes up **10% of all roadway miles** but **55% of vehicle miles traveled** and **53% of all roadway fatalities**.



Source: FDOT, 2025; Signal Four Analytics, 2025.

We have looked at Florida's historical crash data and trends to identify our most pressing safety challenges. We have also considered the many factors that contribute to a crash to identify areas of emphasis that will help us make the most progress toward zero.

Every crash involves at least one of these three factors: roads, people, and the behavior of those people. For example, a crash might involve a teen driver (person) who is inexperienced, and distracted by a text (behavior). That distraction could lead the teen driver to run off the road on a sharp curve without a sufficient barrier (road). Identifying emphasis areas involved in Florida's crashes gives us a valuable understanding of how to prevent similar crashes.

The graphic on the right illustrates the 11 Emphasis Areas prioritized in Florida's SHSP. These Emphasis Areas represent the most common factors contributing to fatalities and serious injuries in Florida and are the focus of the safety investments Florida has committed to.

Additionally, Florida has identified six Special Emphasis Areas that represent a smaller share of fatal and serious injury crashes and could become a roadblock on our journey to zero.



Traffic Records data informs every safety decision we make and is the key to understanding safety on our roadways. This Emphasis Area is focused on improving the quality, accuracy, and accessibility of Florida's traffic records data.



Rail Grade Crossings safety is improved through engineered safety countermeasures and public education efforts.



Work Zone safety and awareness efforts are an important means of protecting, drivers, pedestrians, and workers alike



Roadside Deaths often involve our first responders and other support services like tow trucks or Florida's Road Rangers. Efforts like Florida's Move Over Law were created to protect these individuals and we are committed to doing more.



Animal Strikes are crashes that involve wildlife or domesticated animals, such as livestock. Wildlife crossings, signage, and awareness campaigns are used to decrease these encounters.



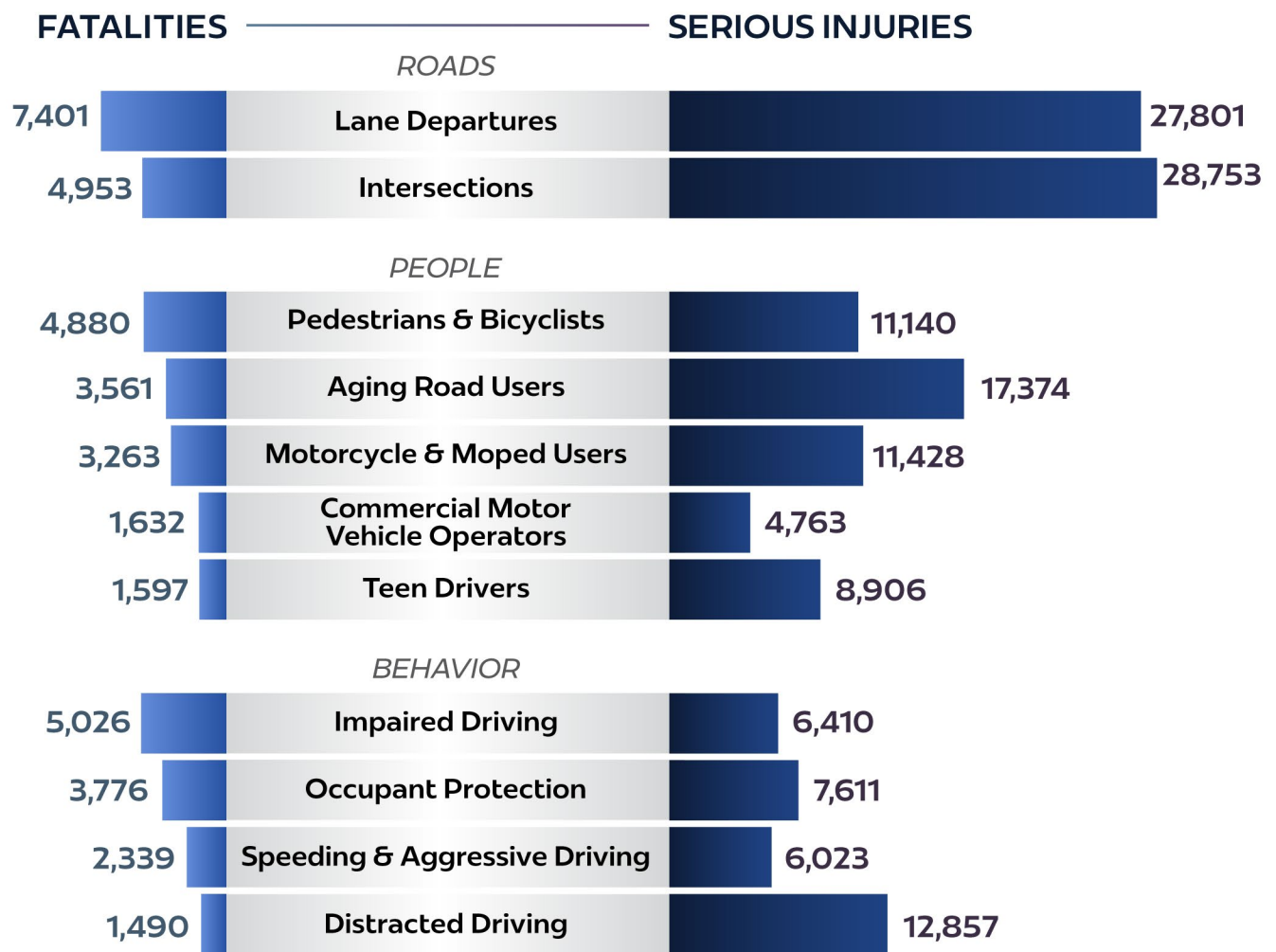
School Children should be able to get to school and recreational activities safely, even without an adult. It is our responsibility to protect them.



Evolving Transportation Modes like e-bikes, e-scooters, and advanced air mobility are reshaping the way people choose to travel. These new modes of transportation all come with their own safety challenges and need to be carefully explored to ensure we are getting everyone home safely.

Emphasis Areas

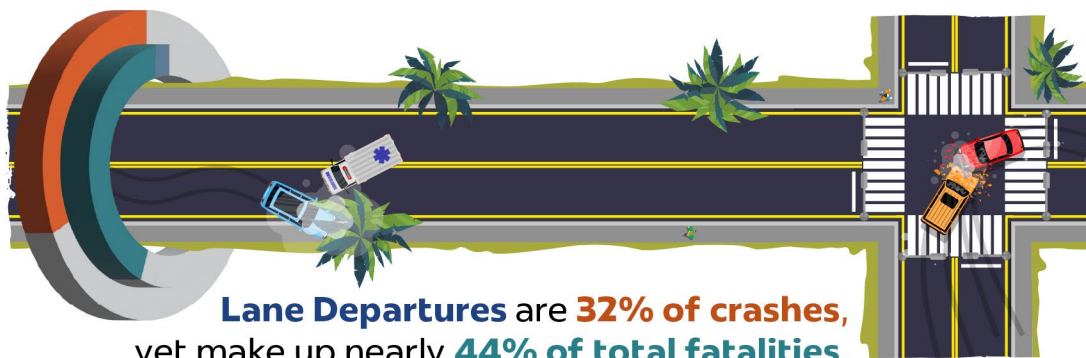
Emphasis Area Fatalities & Serious Injuries (2020-2024)



Traffic Records and Information Systems

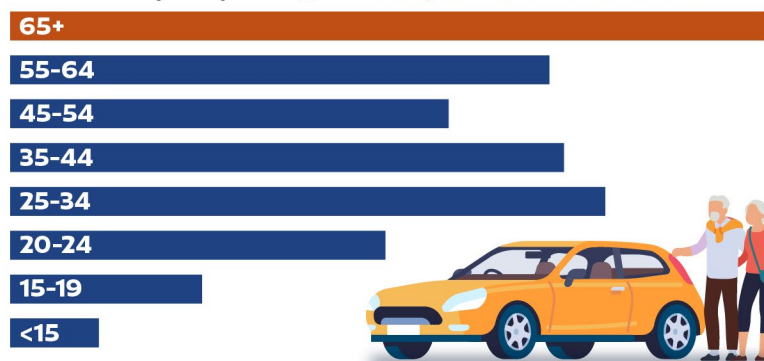
SPECIAL EMPHASIS AREAS

Rail Grade Crossings | Work Zones | Roadside Deaths | Animal Strikes | School Children | Evolving Transportation Modes



Florida saw a **21% increase** in **crashes at intersections** between 2020 and 2024.

In 2024, over **21% of roadway fatalities** involved people aged **65 years and older**.



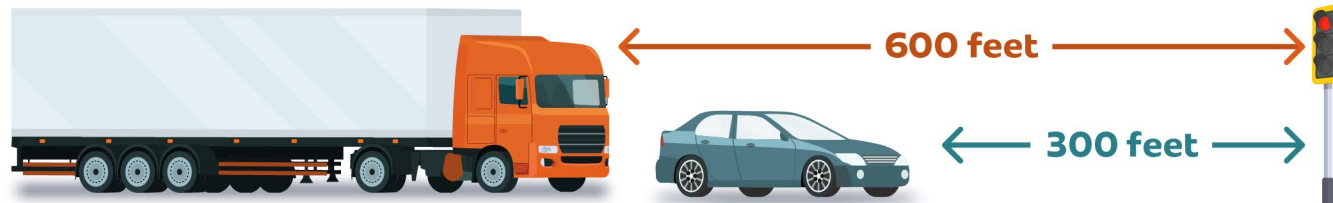
Pedestrians and bicyclists are involved in **4% of crashes** but make up **28% of Florida's fatalities**.

78% of Florida's pedestrian and bicyclist fatalities occurred between 6PM and 7AM.

Motorcyclists make up **18% of total fatalities**, and only **2% of registered vehicles**.

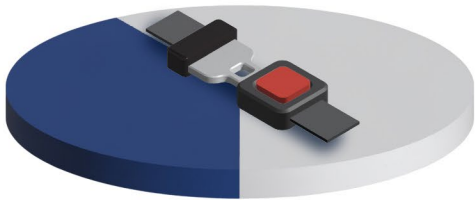


More than **41% of teens** involved in a motorcycle crash were **not wearing a helmet**.





31% of fatalities involve a driver under the influence of drugs or alcohol.



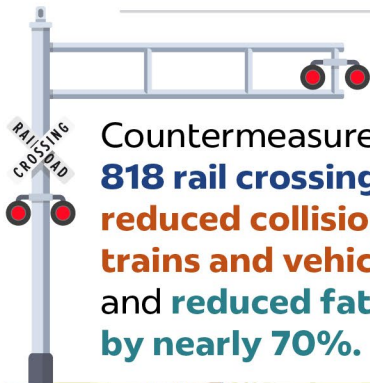
41% of fatalities involve an **unrestrained occupant**.

Commercial vehicles are involved in about **15% of work zone crashes**, compared to only **6% of non-work zone crashes**.



40% of work zone crashes occur when **workers are present**.

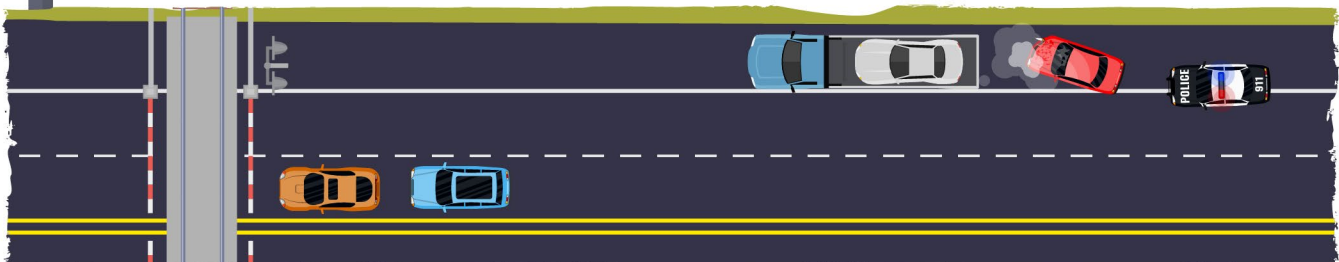
26% of fatalities and **21% of serious injuries** involving **speeding and aggressive driving** had at least one driver between **25 and 34 years old**.



Countermeasures installed at **818 rail crossings** have **reduced collisions between trains and vehicles by 50%** and **reduced fatal incidents by nearly 70%**.

Between 2020 and 2024, **965 crashes involved vehicles on the roadway's shoulder** – including disabled and emergency vehicles.

Source: Florida Highway Safety and Motor Vehicles, 2025.

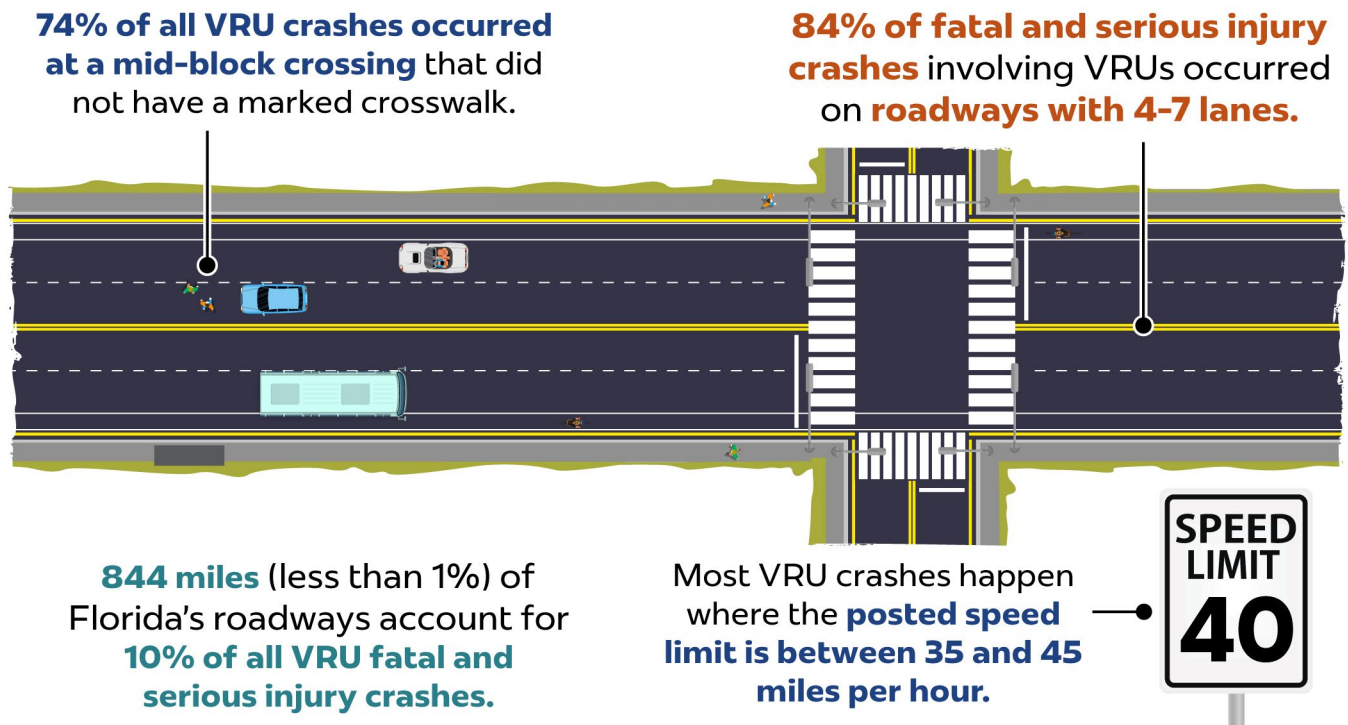


Unless otherwise noted, all data is provided by FLHSMV thorough Signal 4 Analytics.

Protecting the Most Vulnerable Road Users

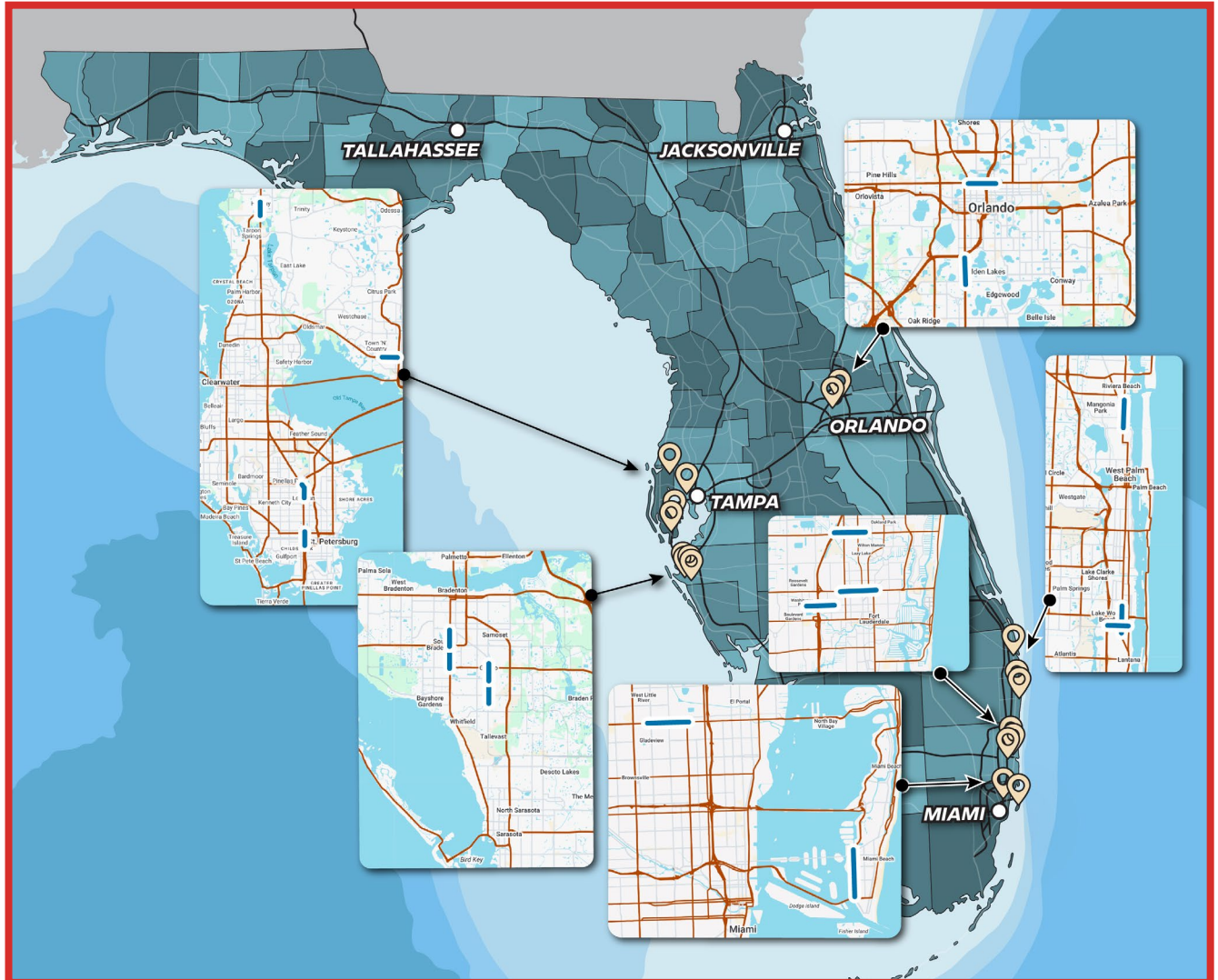
As referenced earlier, pedestrians and bicyclists are involved in 28 percent of all roadway fatalities in Florida. To better understand and eliminate fatalities and serious injuries involving pedestrians and bicyclists, Florida has conducted a vulnerable road user (VRU) safety assessment. For this analysis, VRUs are defined as non-motorized transportation users – or anyone that is walking, riding a bicycle, or using another low-speed transportation option that doesn't have a motor, like a wheelchair or skateboard.¹

The VRU safety assessment helps us identify the locations, conditions, and types of crashes most commonly affecting VRUs. We have identified 18 top-priority locations for safety investment, outreach, and engagement to eliminate VRU fatalities and serious injuries in these areas. These 18 top-priority locations represent the largest concentrations of VRU fatal and serious injury crashes in our state. We are working closely with state, regional, and local agencies to identify common solutions that could be introduced across these locations to eliminate fatalities and serious injuries.



¹ Information on micromobility devices, e-bikes, and scooter crashes may be captured in the VRU data. Florida's crash report does not include separate categories for these devices and they are generally categorized as either a bicyclist or pedestrian at the discretion of the reporting officer.

Top Priority Vulnerable Road User Locations



More information about Florida's VRU Safety Assessment is available on the [VRU Safety Assessment Dashboard](#).



Let's Get Everyone Home Safely

The strategies outlined in this section will guide our investments, decision making, and efforts toward zero.

Getting to zero takes more than one individual or one agency. The Florida Department of Transportation is working with key safety partners, including the Federal Highway Administration, the National Highway Traffic Safety Administration, the Florida Department of Highway Safety and Motor Vehicles, the Florida Department of Health, Florida Sheriffs Association, Florida Police Chiefs Association, Florida Highway Patrol, and Florida's regional transportation agencies to identify strategies to get to zero. This SHSP is also informed by and aligned with the Florida Transportation Plan (FTP), Florida's Triennial Highway Safety Plan (3HSP), the Florida State Transportation Improvement Program (STIP), and other key policy documents. We have also engaged Florida's communities to better understand what they believe are their most pressing safety challenges and the strategies they think are most effective in achieving zero.

The strategies in this plan are structured around four actions and supported by a robust partner and stakeholder network, including the state's Traffic Safety Coalitions, Law Enforcement Liaisons (LELs), and Community Traffic Safety Teams (CTSTs). But partners and strategies alone will not get us to zero. Every person who uses Florida's roads is part of the solution.

Actions

◎ **MAKE STRATEGIC INVESTMENTS**

We have limited resources, so we need to be strategic about where we are making investments. We are focused on making Florida's roadway infrastructure safer through proactively and systematically implementing innovative construction practices, technology solutions, and new safety solutions.

◎ **TELL THE STORY**

The actions we take to improve safety can only go so far if no one knows our safety challenges, what we are doing to solve them, or what progress we are making. Data, community input, and our safety performance all contribute to our safety story, and that story is what will help everyone understand how each person plays a role in safety.

◎ **INNOVATE AND USE TECHNOLOGY**

Technology has become an integral part of everyday life, and it is up to us to determine how it can influence traffic safety. We will leverage technology to analyze formal data sources to better understand and predict traffic crashes, improve vehicle and driver safety, and evaluate our effectiveness.

◎ **COLLABORATE WITH OTHERS**

It takes all of us working together to get to zero. Building relationships with community leaders and first responders helps shape our transportation system and communities by understanding community visions and safety challenges, creating a safer environment for all modes of transportation.



SAFER
ROADS



SAFER
PEOPLE



SAFER
SPEEDS



SAFER
VEHICLES



POST-CRASH
CARE



VULNERABLE
ROAD USERS

Key Strategies

Make Strategic Investments

Implement engineering solutions systematically based on location, roadway characteristics, and crash data.



Invest in statewide initiatives to proactively apply infrastructure solutions and proven countermeasures.



Embrace new modes of travel and transportation options by investing in related infrastructure.



Enforce traffic laws by providing law enforcement with appropriate tools and resources.



Educate and influence the public on their traffic safety responsibilities and their role in preventing crashes.



Increase the skills and expertise of transportation officials, enforcement, emergency response, and other traffic safety professionals.



Improve emergency response and give emergency responders the tools and training needed to effectively manage crashes and save lives.



Use the Highway Safety Improvement Program (HSIP), Triennial Highway Safety Plan (3HSP), Safe Routes to School (SRTS), state funds, and traffic safety coalitions to implement SHSP priorities.



Tell the Story

Use advanced data analyses to inform decision making.



Set and monitor performance metrics.



Seek input from partners and communities to ensure successful implementation of proposed solutions.



Innovate and Use Technology

Implement innovative transportation technologies to improve safety on Florida's roadways.



Improve safety data collection, integration, and access.



Invest in technology to improve crash response time and crash management while protecting first responders on the roadside.



Develop, test, and deploy automated vehicle (AV) technologies and advanced technology to reduce the risks of human error, optimize transportation systems, bring more relevant data sources together, predict future crash patterns, and evaluate the effectiveness of safety measures.



Collaborate with Others

Collaborate with Florida's state, regional, and local partners and stakeholders, including MPOs and Traffic Safety Coalitions, to better engage with Florida's communities and more effectively manage safety investments.



Build strong relationships with Florida's communities to ensure community visions, transportation solutions, and land use decisions are aligned.



Provide training and tools to prosecutors, judges, and court systems to improve the prosecution and adjudication of traffic safety-related cases.



Work with Florida's legislators and policymakers to develop legislation and build a legal framework that enhances safety.



Inform local, regional, and state decision makers of safety challenges and solutions.



Looking Ahead

Target Zero is more than a goal. It is Florida's commitment that no fatality or serious injury on our transportation system is acceptable. Reaching zero requires everyone working together to engineer safer roads, influence safer behaviors, enforce laws that keep everyone safe, and create a better understanding of everyone's role in safety. No single strategy gets us there alone, and no single agency can do it without partners. Reaching zero requires all of us working together: our safety partners, our communities, and every person who uses Florida's roads.

Florida's traffic safety coalitions, law enforcement, local governments, Metropolitan Planning Organizations, transportation agencies, and the public are all essential to making Target Zero a reality. This plan was built with their input and depends on their continued commitment to implement it.

But it does not end with government and its partners. The data is clear: human behavior is one of the most significant contributing factors to crashes on Florida's roadways. Every driver, passenger, pedestrian, and cyclist has a role to play. Simple choices, like buckling up, putting down your phone, or yielding to a pedestrian, are the difference between a near miss and a tragedy. Consider what you already do to keep others safe on Florida's roadways, and consider what more you can do.

***TARGET ZERO IS A
SHARED RESPONSIBILITY.***

This is how we save lives.

How Do You Save Lives?

I Save Lives By...?

- ☐ *Wearing a seatbelt or bike helmet*
- ☐ *Not driving or riding after drinking or using drugs*
- ☐ *Not using my phone while driving, walking or riding*
- ☐ *Following the speed limit*
- ☐ *Paying attention and follow rules of the road*
- ☐ *Looking both ways before crossing the street*
- ☐ *Not tailgating*
- ☐ *Maintaining good condition of my car*
- ☐ *Using my turn signal*
- ☐ *Pulling over in unsafe conditions*
- ☐ *Moving over for emergency and stopped vehicles*
- ☐ *Looking for pedestrians before making a right-hand turn*
- ☐ *Coming to a complete stop*
- ☐ *Giving space to commercial trucks on the road*

I Can Also Save Lives By...

[illegible]

Additional Resources

There are multiple state agencies, hundreds of partner and advocacy groups, and thousands of people focused on improving safety on our roadways. If we included everything we are doing to save lives in this SHSP, you would never be able to make it to the end of the document. Even with all this effort, we cannot get to zero without you and the commitments you made on the previous page. If you are not sure where to start or need some more information on what we are doing to get to zero, the resource below includes great information about all of the following topic areas and might be helpful for you or someone you know.

FDOT SAFETY OFFICE



WWW.FDOT.GOV/SAFETY

Data Definitions

All of the data reported in this document, unless otherwise noted, is provided by the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) and collected from Signal Four Analytics.² Detailed definitions of Florida's Emphasis Areas and additional information about Florida's traffic records data can be found at www.signal4analytics.com/assets/files/S4_Data_Dictionary.pdf.

Some additional detail about Florida's traffic records data and Emphasis Areas are below:

Lane Departures include crashes that do not occur at an intersection or rail-grade crossing that involve drivers leaving their travel lane.

Intersection Crashes include all crashes occurring at an intersection or rail crossing.

Pedestrians and Bicyclists include anyone walking, riding a bicycle, or using another mode non-motorized form of transportation (wheelchair, skateboard, etc.) in a crash.

Aging Road Users are defined as anyone 65 or older.

Motorcycle and Moped Riders are defined as anyone riding a motorcycle or moped involved in a crash.

Commercial Motor Vehicle crashes include those where at least one vehicle is a bus, medium, or heavy truck.

Teen Driver crashes are those where at least one driver involved is age 15-19.

Impaired Driving includes all crashes where at least one driver involved was suspected or tested positively for drugs or alcohol.

Occupant Protection includes all crashes involving at least one person not wearing a

seat belt (excludes pedestrians, bicyclists, and motorcyclists).

Speed and Aggressive Driving involves all crashes where any driver was driving too fast for conditions, exceeding the posted speed limit, and/or was driving in a reckless or erratic manner.

Distracted Driving includes all crashes where an officer noted a driver was distracted at the time of the crash. It is very difficult to confirm if a driver was distracted so it is understood that these crashes are often severely underreported.

Generally, Emphasis Areas count everyone involved in a crash that was seriously injured or died. Exceptions are:

- **Aging Road Users** – counts occupants 65 or older that died or were seriously injured.
- **Pedestrians and Bicyclists** – counts the pedestrians or bicyclists that died or were seriously injured.
- **Motorcyclists** – counts the motorcyclists that died or were seriously injured.
- **Occupant Protection** – counts the unrestrained occupants that died or were seriously injured.

² It is important to note that while FLHSMV provides crash and citation reports to Signal4, the data in Signal4 may not always match what is officially reported by FLHSMV due to fluctuations in when the data is reported, finalized, and integrated into Signal4.

Safety Starts With Us.

Florida Strategic Highway Safety Plan
MARCH 2026

