

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
HIGHWAY SAFETY CONCEPT PAPER
Concept Paper Summary

Applicant Information

Applicant Agency:	Hillsborough County Sheriff's Office
Implementing Agency:	Hillsborough County Sheriff's Office
Concept Paper Title:	HCSO Teen Driver Education and Enforcement Operation
Priority Area for Concept Paper:	Teen Driver Safety
Amount Requested:	\$205,580.00
Type of Project:	Local
Type of Request:	Continuation - 2
Previous Year's Project Number (if Continuation):	TSP-20-04-06

Head of Agency

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Statement of the Problem:

The National Highway Traffic Safety Administration (NHTSA) reported in A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition that several factors impact teenage drivers and crashes, injuries, and fatalities. In addition to a lack of driving experience, teenage drivers are at higher risk for crashes, injuries, and fatalities where speeding, impaired driving, and/or distracted driving (including cell phone usage) are contributing factors. NHTSA's Teen Distracted Driver Data 2017 reported that in 2017, 3,255 teen drivers were involved in fatal crashes and 271 teen drivers were distracted at the time of the fatal crash. The same year, there were 2,526 teenagers killed in crashes, of which 229 were killed in distraction-related crashes.

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In 2017, there were 13,553 distracted driving crashes involving teenagers in the state of Florida (Signal Four Analytics). The three year average for 2017 to 2019 distracted driving crashes involving teenagers is 13,872. The three year average for distraction-related crash fatalities among teenagers for the same time period is 25.6.

In 2017, there were 272 fatal crashes involving a teenage driver in Florida (Florida Department of Highway Safety and Motor Vehicles, Historical Data on Crashes Involving a Teen Driver Tables). In 2018, there were 255 fatal crashes involving a teen driver in Florida.

The University of Florida's Bureau of Business Research (BEBR) estimated that there were 21,208,589 people living in Florida in 2019. Hillsborough County's population for the same year was estimated to be 1,444,870. Population growth for ages 15-19 is projected at 17.7% between 2020 and 2030, demonstrating that more teenagers will be on Hillsborough County roadways (BEBR).

Supporting Data:

According to the FY2021 Highway Safety Matrix - Ranking of Florida Counties, Hillsborough County ranks third-highest out of 25 counties with a population over 200,001 for teen driver serious injuries and fatalities. In 2019, there were 5,892 teen-involved crashes in the county, of which the Hillsborough County Sheriff's Office responded to 2,316.

In 2017, there were 1,289 distracted driving crashes in Hillsborough County involving a teenage driver. Of those, HCSO responded to 979, or 75.9% of teen distracted crashes. The three year average for the HCSO response to teen distracted crashes is 841 for 2017 to 2019.

In 2017, there were 108 impaired driving crashes involving a teenage driver in Hillsborough County, and the HCSO responded to 62, or 57.4%, of those crashes. In 2018, there were 94 teen-involved impaired driving crashes in Hillsborough County, and the HCSO responded to 45, or 47.9%, of those crashes. In 2019, Hillsborough County had 91 teenage involved impaired driving crashes, and the HCSO responded to 47, or 51.7%, of those crashes.

The total number of citations given to teens by the Hillsborough County Sheriff's Office in 2017 was 3,585. The three year average for teen citations for 2017 to 2019 is 3,030. The number of warnings given to teenagers by HCSO deputies in 2017 was 5,164. The three year average for warnings issued to teens by the HCSO for 2017 to 2019 is 5,013.

Data from the DHSMV shows that the top five reasons that teen drivers receive citations in the State of Florida are: unlawful speed, careless driving, operating a motor vehicle with no proof of insurance, operating a motor vehicle without a driver's license, and failure to obey traffic instructional sign/device. Behind reckless driving, HCSO deputies cited teenagers for speed and traffic infractions related to drivers' licenses the most in 2019. This demonstrates that the teenager was reached by a deputy before their behaviors harmed themselves or others and they were given an opportunity to correct it.

Proposed Solution:

The HCSO will implement the following strategies as outlined in the NHTSA Countermeasures that Work, specifically from Chapter One: Alcohol and Drug Impaired Driving:

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6.2 Zero Tolerance Law Enforcement

The HCSO has a zero tolerance policy when it comes to impaired driving. Deputies will work to identify impaired driving to reduce the impaired crashes, specifically where teenagers are involved. By conducting high visibility enforcements during identified times and locations of increased teen-related crashes and fatalities, deputies will be able to increase the contact with teen drivers and ensure that any impaired teenagers are not allowed to continue driving.

The HCSO will implement the following strategies as outlined in the NHTSA Countermeasures that Work, specifically from Chapter Three: Speeding and Speed Management:

2.2 High Visibility Enforcement

The HCSO will use high visibility enforcement to target chronic locations of concern and high crash corridors where teen crashes have been located through data analysis. Through the deployment of high visibility enforcement, HCSO deputies will be able to deter speeding drivers in an effort to keep roads safe. Data driven enforcements allow the HCSO to deter activities and behaviors that threaten the safety of teen drivers, such as texting and driving, speeding, and impaired driving.

2.3 Other Enforcement Methods

Deputies at the HCSO will use speed monitoring equipment to identify drivers that are either speeding or following aggressive driving patterns. In addition to requesting funding for overtime for deputies, the HCSO is requesting funding for handheld lasers to help identify teen drivers who are driving too fast. Enforcement using laser detection is one technique that the HCSO will use to better identify those who are driving in an unsafe manner.

4.1 Communications Outreach Supporting Enforcement

Given the usage of social media and public engagement that reaches the target demographic, the HCSO will release information about enforcement activities via social media. Communications and outreach efforts will be provided to reach teenage drivers to inform them about safe driving practices and enforcement activities. Traffic stops are another way for the HCSO to engage with teenage drivers, as they become aware of their harmful traffic behaviors and are given the opportunity to correct it before it harms themselves or other drivers.

The HCSO will implement the following strategies as outlined in the NHTSA Countermeasures that Work, specifically from Chapter Four: Distracted and Drowsy Driving:

1.3 High Visibility Cell Phone/Text Messaging Enforcement

Distracted driving, specifically through handheld use of a cellular device, is now a traffic citation in the state of Florida. HCSO deputies will work to identify drivers who are using a cell phone or other mobile device and educate them about safe driving habits and how to not drive distracted. Enforcements will occur at times and locations identified using data analysis to prevent teen crashes, injuries, and fatalities.

Sustainability:

Deputies at the HCSO are committed to reducing the number of crashes, injuries, and fatalities that involve teenage drivers. Through the use of targeted, high visibility enforcement and educational presentations

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conducted at area high schools and throughout the community, teen drivers will become more informed about safe traffic practices to include seat belt usage, decreasing speed and aggressive driving, decreasing distracted driving, and reducing impaired driving. Participation with the Community Traffic Safety Team (CTST) will allow for the transmission of information in relation to teenager drivers and community efforts that are being pursued so that HCSO deputies can make informed decisions. Additionally, public announcements and tips will be shared between agencies to identify community engagement and possible emerging areas for concern with traffic enforcement.

Project Objectives:

- 1.Reduce the number of teen driver fatalities by 2% over the next three years as compared to the last three year average.
- 2.Reduce the number of teen driver serious injuries by 2% over the next three years as compared to the last three year average.
- 3.Decrease the teen driver traffic crashes by 2% over the next three years as compared to the last three year average.
- 4.Conduct a minimum of two (2) high-visibility specialized traffic enforcement operations and heightened patrols each month focusing on data-driven high-volume corridors during the grant period.
- 5.Increase the number of teen driver contacts made as a result of speed-related and/or aggressive driving activities by 3% over the next three years as compared to the last three year average.
- 6.Conduct at least ten (10) teen-focused traffic safety presentations in area high schools, community meetings, and outreach activities during the grant period.
- 7.Participate in FDOT statewide enforcement/awareness traffic-related campaigns during the grant period.

Evaluation:

- 1.The number of teen driver fatalities as compared to the last three year average.(Objective 3, 4)
- 2.The number of teen driver injuries as compared to the last three year average. (Objective 3, 4)
- 3.The number of teen driver crashes as compared to the last three year average. (Objective 3, 4)
- 4.The number of high-visibility traffic enforcement operations and heightened patrols during the grant period . (Objective 2)
- 5.The number of teen driver contacts made. (Objective 2)
- 6.The number of safety programs presented and the number of participants in area schools and the community during the grant period. (Objective 2, 4)
- 7.Participation in FDOT statewide enforcement/awareness campaigns. (Objectives 1, 2, 3)

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BUDGET CATEGORY	TOTAL	FEDERAL FUNDING	Match	
			STATE	LOCAL
A. Personnel Services				
Overtime salary and benefits for deputies	\$200,000	\$200,000	\$0	\$0
Subtotal	\$200,000	\$200,000	\$0	\$0

BUDGET CATEGORY	TOTAL	FEDERAL FUNDING	Match	
			STATE	LOCAL
B. Contractual Services				
Subtotal	\$0	\$0	\$0	\$0

BUDGET CATEGORY	TOTAL	FEDERAL FUNDING	Match	
			STATE	LOCAL
C. Expenses				
Handheld lasers (4)	\$5,580	\$5,580	\$0	\$0
Subtotal	\$5,580	\$5,580	\$0	\$0

BUDGET CATEGORY	TOTAL	FEDERAL FUNDING	Match	
			STATE	LOCAL
D. Equipment Costing \$5,000 or More				
Subtotal	\$0	\$0	\$0	\$0

BUDGET CATEGORY	TOTAL	FEDERAL FUNDING	Match	
			STATE	LOCAL
E. Indirect Cost:				
Subtotal				

Total Cost of Project	\$205,580	\$205,580	\$0	\$0
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