FLORIDA TRIENNIAL HIGHWAY SAFETY PLAN

2024-2026 FEDERAL FISCAL YEAR

FDOT

JULY 2023

TARGET ZERO
FATALITIES & SERIOUS INJURIES

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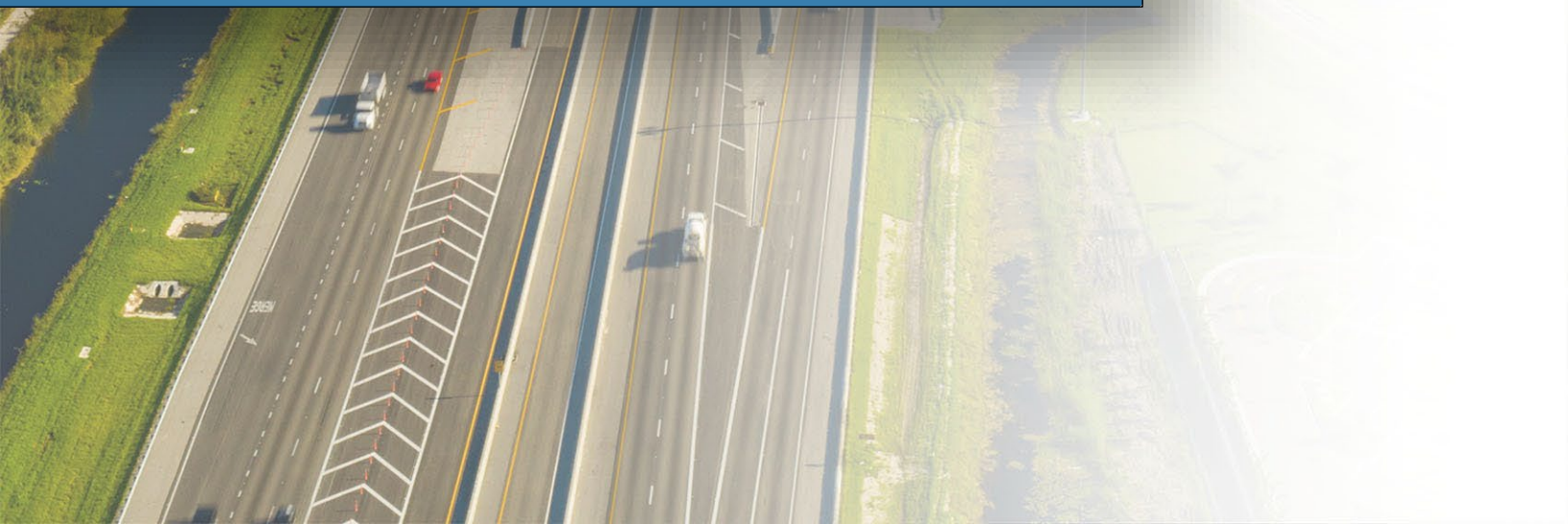


INTRODUCTION

Florida's State Safety Office is housed within the Florida Department of Transportation (FDOT). FDOT is an executive agency that reports directly to the Governor. FDOT's mission is to:

> *Provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.*

FDOT administers many federal funding programs and works with federal, state, and local agencies to plan, program, construct, operate, and maintain Florida's transportation system. FDOT's Assistant Secretary for Engineering and Operations is the Governor's Representative for Highway Safety.

The FDOT State Safety Office aims to continually improve the safety of the traveling public and works with communities to identify and help solve traffic safety issues. The FDOT State Safety Office comprises and accomplishes its goals through the following sections: National Highway Traffic Safety Administration (NHTSA) and Federal Highway Safety Administration (FHWA) safety grants, engineering and crash data, Safe Routes to Schools program, crossing guard train-the-trainer, and employee health and safety. In fulfillment of the NHTSA requirements for safety grants/federal funding, the FDOT State Safety Office has assembled this Triennial Highway Safety Plan (3HSP) as a tactical guide for the implementation of projects and programs that aim to lower the number of fatalities and serious injuries with the ultimate target of zero fatality.

The education and enforcement countermeasures in this 3HSP are important components of the Safe System Approach and critical to implementation of Florida's Strategic Highway Safety Plan (SHSP). This Federal Fiscal Year (FY) 2024–26 Highway Safety Plan (HSP) serves to document the safety planning process, evaluate conditions, and monitor performance targets and countermeasures in support of highway safety program funding throughout the 2024–2026 federal fiscal year period.

HIGHWAY SAFETY PLANNING PROCESS AND PROBLEM IDENTIFICATION

OUR PLANNING PROCESS

Florida is home to more than 22 million residents and is one of the fastest growing states in the nation. Over 137.6 million visitors traveled to Florida in 2022. More than 3,000 Florida residents and visitors die in traffic crashes each year; and over 16,000 are seriously injured. The personal and societal costs of traffic crashes are high, and no loss of life is acceptable. The effects of crashes that result in fatalities, serious injuries, and property damage are extensive and may forever impact the quality of life for those both directly and indirectly involved. The FDOT State Safety Office acknowledges the need to address the root causes of crashes to achieve Florida's target of zero.

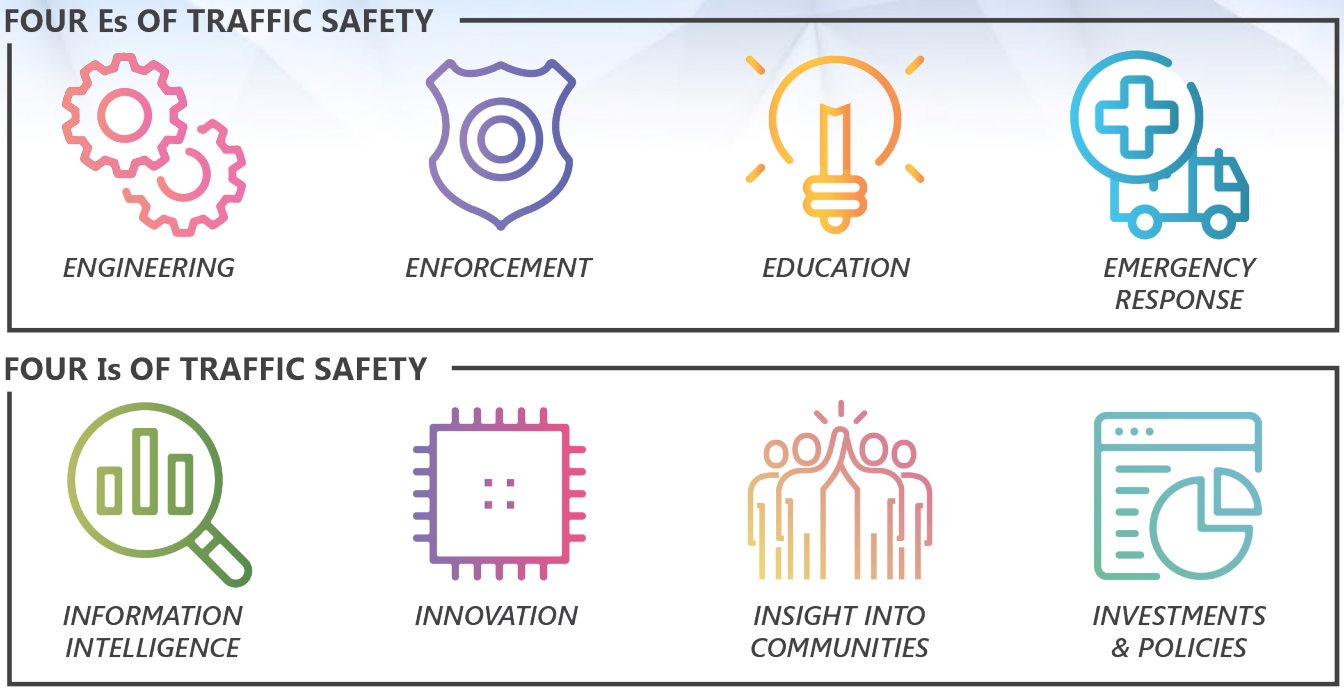
Target Zero establishes our vision and goal of zero traffic-related fatalities and serious injuries for all modes of travel. Accomplishing this goal requires collaboration with federal, state, and local partners to identify traffic safety problems and infrastructure needs and the selection of data-backed strategies in support of applications for NHTSA program funding.

This Federal Fiscal Year 2024–26 HSP (hereafter referred to as 3HSP) is Florida's action plan for distribution of NHTSA highway safety funds. The 3HSP is based on Florida's SHSP goals and objectives, crash data, and federal requirements.

ALIGNMENT WITH OTHER STATE PLANS (SHSP, FTP, AND HSIP)

The 3HSP aligns with and reflects components of Florida's SHSP, which also was guided by the Florida Transportation Plan (FTP) and the Highway Safety Improvement Program (HSIP).

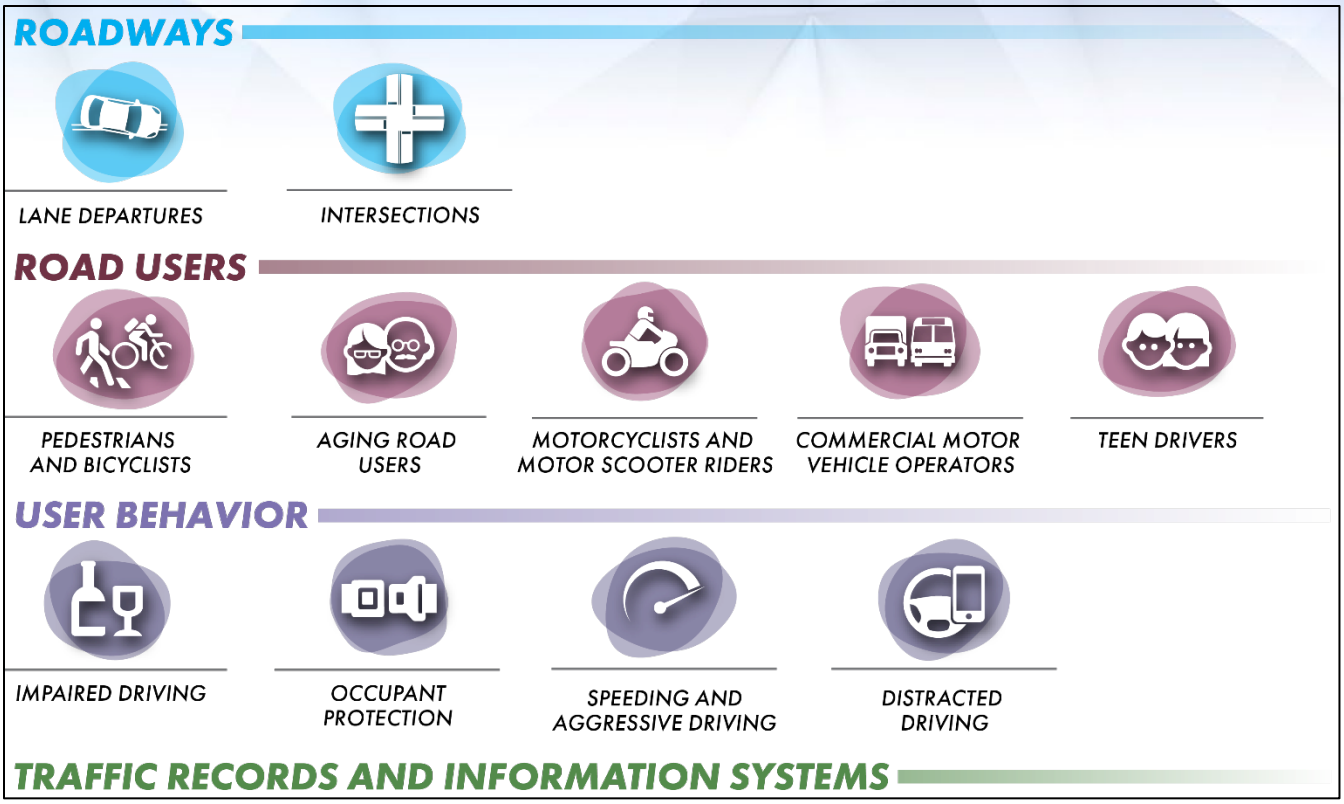
Florida's 2021–2025 SHSP is a data-driven, multiyear plan that establishes statewide strategies and emphasis areas. The SHSP was developed in close coordination with the state's long-range transportation plan and the FTP, which establishes the goal of "Safety and security for Florida's residents, businesses, and visitors," with the target of zero transportation fatalities or serious injuries for all modes. The SHSP provides a comprehensive framework for eliminating fatalities and serious injuries on all public roads with a strong emphasis on the state's target of zero fatalities and serious injuries. The current SHSP was developed from the 2016 SHSP; review of and alignment with traffic safety coalitions strategic plans, prior HSPs, HSIP, Metropolitan Planning Organizations (MPOs) long-range transportation plans, and other related plans; analysis of crash data and trends and conditions in Florida; collaboration with our traffic safety partners and coalitions; and public input. It goes beyond the traditional 4Es of traffic safety and introduces the 4Is—Information Intelligence, Innovation, Insight into Communities, and Investments and Policies—to emphasize a more holistic approach to traffic safety.



The SHSP reaffirms Florida's commitment to zero fatality and serious injury and aligns with the Safe System Approach and U.S. Department of Transportation's (DOT) Roadway Safety Strategy, which incorporates the following principles:

- **Humans make mistakes**—Human error and decisions can lead to crashes, but the transportation system can be designed to accommodate certain types/levels of human mistakes, thereby, avoiding death and serious injuries when a crash does occur.
- **Humans are vulnerable**—There are physical limits to human bodies in tolerating crash forces before death or serious injury occurs; therefore, the transportation system must be designed and operated to accommodate these physical human vulnerabilities.
- **Responsibility is shared**—All stakeholders, inclusive of government, industry, nonprofit/advocacy, researchers, and the general public, are essential in preventing fatalities and serious injuries on our roadways.
- **Safety is proactive**—Tools should be identified and used proactively, rather than reactively, following crashes.
- **Redundancy is crucial**—All parts of the transportation system should be strengthened so that, if one part fails, other parts are still able to protect people.

The SHSP is built on extensive analysis of the state's traffic crash data. The data analyzed include valuable information about the location of the crash, conditions at the time of the crash, behavioral factors that contributed to the crash, and the vehicle and demographic information that identifies the types of users involved in the crash. This information, paired with other statewide and national trends, adds context to the traffic fatalities and serious injuries that occur on Florida's roadways and helps safety professionals and partners identify potential countermeasures and strategies to save lives and reduce injuries. The data and analyses in the SHSP resulted in identification of emphasis areas, which were organized into three categories—Roadways, Road Users, and User Behavior—supported by traffic records and information systems and accompanied by an additional category for evolving safety issues.



Federal Traffic Safety Programs

Florida's 3HSP and HSIP implement the goals of Florida's 2021–2025 SHSP with laser focus on Target Zero.

This Plan has been developed to be inclusive of the requirements outlined in the Uniform Procedure for State Highway Safety Grant Programs, as amended by the Infrastructure Investment and Jobs Act (IIJA). Every three years, states must submit a 3HSP to NHTSA for approval describing its highway safety program and planned countermeasures that will drive down serious injuries and fatalities on Florida's highways with grant applications to be submitted annually.

The IIJA was enacted on November 15, 2021. Funding allocations for federal fiscal year 2023 and 2024 will match the application requirements and funding use eligibility defined in the Fixing America's Surface Transportation Act. Beginning October 1, 2023, all funding application requirements and funding use eligibility will be defined in the terms of the IIJA.

States are required to coordinate their 3HSP, data collection, and information systems with the SHSP, as defined in 23 U.S.C. 148(a). For many years, the responsibility for developing both the HSP and the HSIP has been with the FDOT State Safety Office, and the SHSP serves as the overarching guide to continuous improvement of safety on Florida highways. The federal coordination requirement only serves to reinforce Florida's historical and ongoing traffic safety program planning processes.

DATA SOURCES AND PROCESSES

Florida has multiple sources of data, which are utilized in the identification of problems, establishment of performance targets, development of countermeasure strategies, selection of projects, and the evaluation of programs.

The primary data sources utilized in the 3HSP are the Fatality Analysis Reporting System (FARS) for crash fatalities, FDOT's Crash Analysis Reporting (CAR) system for serious injury crashes, and Signal Four Analytics. Additional sources of data are NHTSA assessments; NHTSA's "Countermeasures That Work" (CTW) report; annual seatbelt usage surveys; FDOT's vehicle-miles traveled (VMT); functional class, speed, and context classification data; Department of Health trauma data; and Florida Highway Safety and Motor Vehicles (FLHSMV) driver license and vehicle registration data.

HIGHWAY SAFETY PLANNING PROCESS AND PROBLEM IDENTIFICATION

PROBLEM IDENTIFICATION

Florida uses a variety of data sources during the planning process to identify the state's highway safety needs and determine the populations and locations where they are most prevalent. Problem identification analysis is based on the following data.

DATA ANALYSIS

- **Crash Data** (2013–2021) provided by FARS, Crash Analysis Reporting System (CARS), and Signal Four Analytics, as well as other data from FLHSMV.
- **Enforcement** (2013–2021) provided by Florida Sheriff's Association, Florida Police Chief's Association, Florida Highway Patrol (FHP), and Florida Law Enforcement Liaison (LEL) Program. Citation data also is available from FLHSMV.
- **Judicial** (2013–current) provided by Florida Court Clerks and Comptrollers.
- **Geospatial** (2022) provided by FDOT Roadway Characteristics Inventory, including design/posted speed, functional class, and context classification; CARS; Signal Four Analytics; and other data from the FDOT Transportation Data and Analytics Office Spatial Data & Analytics section.
- **Sociodemographic** (2013–2022) provided by Florida Bureau of Economic and Business Research (BEBR); U.S. Census Bureau American Community Survey; and FDOT Environmental Screening Tool and Sociocultural Effect tool, which include Justice 40 data.

The FDOT State Safety Office has developed objective, data-driven analyses, and tools to identify the state's overall highway safety challenges and the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities.

IMPACT ANALYSIS

The data sources indicated are compiled, reviewed, and analyzed to identify and prioritize Florida's traffic safety needs, and to target fatal crash locations for traffic safety improvements. This data analysis may include root-cause analysis, demographics of those involved in crashes, and demographics or characteristics of communities affected by crashes, for example, to further inform countermeasures.

Extensive analysis is performed to better understand where and when crashes are occurring and who is involved in those crashes. The FDOT State Safety Office looks closely at a variety of factors to better understand crashes and related trends impacting those crashes, including, but not limited to, the following:

- Time of day and day of week crashes are occurring.
- Location of crashes (both roadway type and jurisdiction).
- Demographic information of those involved in crashes (age, sex, residence, etc.).

This information is then analyzed to identify target audiences and priority locations to more effectively program resources and projects that will have the greatest impact. We continue to improve data analyses with current efforts, including root cause analyses and predictive analyses.

HIGHWAY SAFETY MATRIX

The Florida Highway Safety Matrix is utilized to rank areas for prioritization of funding requests. The Highway Safety Matrix provides an objective data-driven tool to rank traffic safety projects. Counties and cities are divided into three population groups. The numbers in each matrix represent where each county or city ranks within their population group in a particular program area. The rankings within the population groups in the county and city matrices are based on relative volume of serious injuries plus fatalities over a five-year period. The city and county groupings are determined by population according to the latest census data and the project population growth according to BEBR with inmate populations being excluded from the population counts. County and city injury totals used for ranking are the total actual counts.

FY2024 Highway Safety Matrix - Ranking of Florida Counties

(Based on total actual serious injuries and fatalities during 2017-2021)

TARGET ZERO FATALITIES & SERIOUS INJURIES

Group I - Population of 200,001 and above - 26 Counties									
Florida County (Group I)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Alachua	19	18	14	18	16	18	20	19	24
Brevard	12	14	15	11	15	12	10	12	16
Broward	3	7	13	3	4	2	2	4	2
Clay	26	26	24	26	26	26	26	26	23
Collier	18	13	17	24	18	19	22	18	25
Duval	15	10	1	10	5	7	11	11	3
Escambia	20	19	20	20	19	15	23	20	15
Hillsborough	6	3	2	4	2	4	3	3	5
Lake	13	15	16	14	14	21	15	15	13
Lee	10	6	3	9	9	10	7	9	12
Leon	25	25	22	25	24	22	17	24	26
Manatee	7	12	10	13	13	11	16	7	8
Marion	14	21	7	16	11	16	13	16	20
Miami-Dade	4	8	8	1	1	1	4	2	4
Okaloosa	24	20	26	23	23	24	21	21	21
Orange	8	1	5	5	6	3	5	1	1
Osceola	17	4	19	17	20	17	24	17	17
Palm Beach	2	9	11	7	3	6	1	6	9
Pasco	1	2	4	8	12	8	12	5	6
Pinellas	5	11	6	6	7	5	6	10	14
Polk	16	16	9	12	8	13	9	13	19
Saint Johns	23	23	23	22	25	25	25	25	22
Saint Lucie	22	24	21	21	21	23	19	23	18
Sarasota	11	22	18	15	17	14	14	14	11
Seminole	21	17	25	19	22	20	18	22	7
Volusia	9	5	12	2	10	9	8	8	10

Group II - Population of 50,001 to 200,000 - 15 Counties									
Florida County (Group II)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Bay	7	2	6	3	2	1	2	2	8
Charlotte	6	4	7	5	13	5	7	10	5
Citrus	2	1	2	2	3	4	3	3	2
Columbia	8	9	4	15	1	12	5	4	15
Flagler	14	12	11	6	14	14	12	15	13
Hernando	1	3	3	1	5	3	1	1	1
Highlands	4	7	5	9	7	9	6	5	11
Indian River	5	11	8	10	9	7	8	6	10
Martin	9	15	9	7	8	6	4	11	6
Monroe	11	6	14	4	15	2	13	14	14
Nassau	12	14	10	14	12	15	15	7	4
Putnam	13	13	1	12	4	10	10	12	12
Santa Rosa	10	5	13	8	11	13	11	9	7
Sumter	3	8	12	11	6	8	14	8	3
Walton	15	10	15	13	10	11	9	13	9

Group III - Population of up to 50,000 - 26 Counties									
Florida County (Group III)	Aging Road Users (Drivers 65+)	Distracted Driving	Impaired Driving	Motorcyclists	Occupant Protection	Pedestrian or Bicyclist	Speeding or Aggressive Driving	Teen Drivers	Work Zones
Baker	22	13	19	17	9	18	24	7	12
Bradford	13	16	9	12	10	7	21	22	13
Calhoun	20	17	20	19	22	17	19	18	22
Desoto	4	11	6	1	7	1	13	5	2
Dixie	17	18	14	18	11	13	15	13	9
Franklin	24	23	24	22	26	22	25	24	24
Gadsden	6	2	4	8	5	10	2	9	17
Gilchrist	19	22	11	14	16	26	12	12	20
Glades	18	10	8	9	13	23	17	19	16
Gulf	21	21	25	20	20	20	22	23	8
Hamilton	16	20	15	21	17	14	10	16	23
Hardee	3	9	7	4	4	8	11	4	14
Hendry	8	6	12	3	8	2	5	10	1
Holmes	9	15	18	16	19	19	18	11	15
Jackson	5	1	5	7	2	3	8	2	7
Jefferson	10	7	16	23	12	16	9	8	4
Lafayette	23	24	26	25	23	24	20	25	25
Levy	1	4	2	2	1	6	3	3	10
Liberty	25	25	23	26	24	25	23	26	26
Madison	12	8	21	15	21	15	7	20	21
Okeechobee	7	19	3	5	6	5	4	6	5
Suwannee	2	3	1	6	3	4	1	1	11
Taylor	15	14	10	11	18	9	6	14	18
Union	26	26	22	24	25	21	26	21	19
Wakulla	11	5	13	10	14	12	16	15	6
Washington	14	12	17	13	15	11	14	17	3

Legend
Highest 35% in a category.

The information above has been compiled from information collected for the purpose of identifying, evaluating or planning safety enhancements that may be implemented utilizing federal funds. Any document displaying this notice shall be used only for the purposes deemed appropriate by the Florida Dept. of Transportation. See Title 23, United States Code, Section 407.

Florida Department of Transportation
State Safety Office

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Following are the definitions for each specific measure or crash type included in the matrix:

- **Aging Road Users (Drivers 65+)**—serious injuries plus fatalities occurring as a result of crashes, in which at least one driver involved was age 65 or older at the time of the crash.
- **Distracted Driving**—serious injuries plus fatalities occurring as a result of crashes, in which at least one driver was coded as distracted.
- **Impaired Driving**—serious injuries plus fatalities occurring as a result of crashes, in which at least one driver was coded as either having a positive blood alcohol content (BAC), a positive drug test result, or in which a driver refused to be tested for alcohol or drugs.
- **Motorcyclists**—serious injuries plus fatalities of drivers and passengers of a motorcycle (does not include moped).
- **Occupant Protection**—serious injuries plus fatalities of drivers and passengers of a vehicle, other than a motorcycle, moped, or all-terrain vehicle, who were coded as not using a restraint system.
- **Pedestrian or Bicyclist**—serious injuries plus fatalities of pedestrians or bicyclists.
- **Speed or Aggressive Driving**—serious injuries plus fatalities occurring as a result of crashes, in which at least one driver involved was coded with driver actions related to speeding (any single action) or aggressive driving (two or more of certain moving violations, such as careless driving, improper passing, and several others).
- **Teen Drivers**—serious injuries plus fatalities occurring as a result of crashes, in which at least one driver involved was aged 15–20.
- **Work Zones**—serious injuries plus fatalities occurring as a result of crashes, which were coded as work zone-related.

Distracted driving, potentially impaired driving, speeding and aggressive driving, involvement of younger or older drivers, and driving within work zones are treated as potential causal factors, so that all individual serious injuries and fatalities involved in a single crash are counted. On the other hand, bicyclists, motorcyclists, pedestrians, and individuals not using a restraint system (safety belts and child seats) are only counted once in the appropriate area.

Data sources for the Florida Highway Safety Matrix include FDOT's CAR database for fatality and injury data used in the county and city matrices. For the University of Florida, BEBR was the data source used for population estimates.

There are limitations related to the Florida Highway Safety Matrix. It is important to realize that some of the measures cited above are more subjective than others. Serious Injuries and Fatalities, Aging Road Users (Drivers 65+), Motorcycle-Related, Pedestrian- or Bicyclist-Related, and Teen Drivers categories are relatively

objective, as they are based on simple vehicle or person characteristics. The other areas are all dependent on how thorough investigating officers are in documenting crash circumstances. It is quite likely there could be differences among authorities in this regard. County rankings are based on crashes occurring both inside and outside cities and municipalities and may involve different investigating agencies, including FHP, which does much of the enforcement in rural areas. City crashes are much more subject to errors involving location. In some instances, crash investigators either are unaware of their exact location or notate an incorrect FLHSMV city code. The FDOT State Safety Office's Crash Records Section identifies and rectifies most of the location errors made on state roads. These corrections are reflected in the CAR database, but some errors can remain.

CARGO SHIFT OR LOSS (UNSECURED LOADS)

The FDOT State Safety Office also annually reviews the number of serious injuries and fatalities caused by crashes involving unsecured loads on noncommercial vehicles. Examination of five years of cumulative data (2017–2021) reveals that a total of 8 fatalities and 79 serious injuries were sustained by Florida motorists due to unsecure loads, or an average of a little over 1 fatality and 15 serious injuries per year. This review provides Florida decision-makers with critical information about crashes involving cargo shift or loss for noncommercial vehicles throughout the state. An analysis of the data indicates that the incidents occur rarely and randomly throughout the state. The FDOT State Safety Office and its traffic safety partners will monitor this data annually to determine the need for future countermeasures.

The FDOT State Safety Office will continue participating in the national Secure Your Load Day. Safety messages will be run on websites and social media to share important safety tips with the public throughout the state.

PROGRAM SELECTION

Once the state's highway safety needs have been identified, data-driven subgrant applications are solicited to address these problem areas.

Subgrants

The FDOT State Safety Office awards subgrants to traffic safety partners who undertake priority area programs and activities to improve traffic safety and reduce crashes, serious injuries, and fatalities. Subgrants may be awarded for assisting in addressing traffic safety deficiencies, expansion of an ongoing activity, or development of a new program.

Subgrants are awarded to state and local safety-related agencies as "seed" money to assist in the development and implementation of programs in traffic safety priority areas. Funding for these subgrants is apportioned to states annually from NHTSA according to a formula based on population and road miles. Occasionally, additional funding may be available for projects in other program areas if there is documented evidence of an identified problem.

Many types of organizations are eligible to receive traffic safety subgrant funding: government agencies; political subdivisions of state, local, city and county government agencies; law enforcement agencies; state colleges and state universities; school districts; fire departments public emergency service providers; and certain qualified nonprofit organizations (e.g., Mothers Against Drunk Driving (MADD), foundations, etc.).

PUBLIC PARTICIPATION AND ENGAGEMENT

COMMUNITY ENGAGEMENT PLAN

The purpose of public participation and engagement is to provide early and continuous opportunities for community input into the state's highway safety program, particularly in those communities most significantly impacted by traffic crashes resulting in serious injuries and fatalities. These input opportunities bring partners and the public into discussions of transportation safety needs, planning, and decision-making processes.

TRIENNIAL HSP ENGAGEMENT PLANNING

Starting Goals for the Public Engagement Efforts

The overall goal of public participation and engagement is to use an efficient process that actively involves partners, stakeholders, and members of the public in the development of the 3HSP, inclusive of countermeasure strategies and the programming of funds. This goal is supported by the following objectives:

- Strengthen coordination with **key statewide partner organizations**.
- Encourage input, feedback, and support from **regional and local partners.**
- Promote multiple and convenient opportunities for **interested members of the public** to offer input and feedback.
- Identify and engage **members of the communities that are most affected by crashes** through coordination with local and regional agencies representing poverty, homelessness, transportation disadvantaged, traditionally underserved/underrepresented, nonprofits, advocacy groups, faith-based groups, community, and civic associations.

FDOT's community engagement policy aims to use every possible opportunity to engage with and involve the public, which leads to community-based decisions when planning, designing, constructing, and maintaining transportation facilities and services. The participation of the public and community is an integral part of the transportation process and results in:

- Early and continuous opportunities for public input.
- Consideration of public needs and preferences.
- Informed decisions through collaborative efforts.
- Mutual understanding and trust between FDOT and its partners.

The FDOT State Safety Office is committed to delivering meaningful public engagement that proactively seeks full representation from the community; considers public comments and feedback; and incorporates that feedback into all applicable projects, programs, and plans.

Identification of Affected and Potentially Affected Communities

Affected and potentially affected communities are identified through analysis of crash and U.S. Census data. FDOT uses a variety of analysis tools, including geographic information system analysis, predictive analysis, root cause analysis, and analysis of U.S. Census data. Examples of affected communities indicated by the data are high-priority vulnerable road user (VRU) areas located near homeless shelters in traditionally underserved and underrepresented socioeconomic areas, bicyclists, and pedestrians. Additional communities also are identified and engaged with on an ongoing basis by MPOs and FDOT District Offices.

TRIENNIAL HSP ENGAGEMENT OUTCOMES

Steps Taken to Produce Meaningful Engagement with Affected Communities

In 2023, the FDOT State Safety Office relied heavily on existing partnerships and coalitions to facilitate community engagement related to development of this 3HSP.

With support from existing partners and lines of communication, community engagement was conducted both in-person and virtually in all regions of Florida reaching people from a wide range of ages and socioeconomic groups. Working in partnership with key stakeholders allowed engagement to flow from a variety of perspectives, including public, private, and nonprofit organizations; and helped get honest and robust feedback on this 3HSP.

The FDOT State Safety Office embraces an ongoing engagement process. This includes:

- Seven active traffic safety coalitions with approximately 375 individual representatives who meet quarterly. Florida's traffic safety coalitions comprise a wide range of stakeholders, public and private agencies, advocacy groups, and the public specific to each coalition. This 3HSP reflects input from these safety coalitions. The traffic safety coalition members share information related to the 3HSP with their own outreach networks as well.

- 50 Community Traffic Safety Teams (CTST) that meet regularly throughout the year. Florida's CTSTs are well established and integrated into communities all around the state and have effective working relationships with the public and many of the state's target audiences, including affected and potentially affected communities. These teams, while organizationally supported by FDOT, are often run, and managed by local agencies. These teams work directly in the communities and provide input back to FDOT's 7 districts. The CTSTs help with road safety audits that influence safety countermeasures in specific areas. The FDOT State Safety Office also coordinated with the CTSTs to receive feedback on this 3HSP.

- The FTP Implementation and Steering Committee, consisting of 35 state-level agencies representing economic, environmental, land use, workforce, health, transit, walking, biking, and other interests. The

FTP committee receives input from local housing authorities, Community Action Agencies, providers for those transportation disadvantaged, and county health departments. The committee provided input into the development of the state's SHSP and provides input on an on-going basis to the Department's safety plans, including this one.

- Seven FDOT districts, who work directly with their communities to identify safety needs and develop solutions. For example, District Seven in Tampa holds community conversations, organized through local homeowner associations, to directly receive input from communities with traffic safety needs. Additionally, FDOT District Six (Miami-Dade) meets quarterly with the Miami-Dade MPO specifically to review bicycle and pedestrian safety issues and projects and the District's bicycle and pedestrian coordinator then collaborates with the MPO and other local agencies to conduct outreach and education events in the community with materials offered in Spanish and Creole, as well as English. The 3HSP was discussed with District Secretaries and their staff, including the District Safety Administrators. All of the Department's functional areas are responsible for safety improvements and regularly contribute to and implement the Department's safety plans and initiatives.

- Collaboration with Florida's 27 MPOs. The MPOs are actively involved in their communities and provide input and feedback to FDOT districts and State Safety Office. This 3HSP was shared with the MPOs for input.

- The FDOT State Safety Office considered needs and solutions from past NHTSA safety subgrants and subrecipients. Subrecipients typically work directly within the priority communities.

Accessibility for Public Engagement

To ensure that the public engagement efforts were accessible to all, the FDOT State Safety Office provided report outs on the 3HSP in both in-person and virtual formats to include as many groups and individuals as possible.

Results of the Engagement Opportunities Conducted

The following input was received from the outreach described above, plus information provided from previous grant applicants:

- While law enforcement strategies are critical, feedback from our law enforcement partners states that their agencies are strapped for resources. With high turnover and a general high demand for workers, law enforcement agencies often do not have staff available for high-visibility enforcement (HVE) campaigns or overtime funded efforts. The FDOT State Safety Office will continue to look for ways to better support and promote the law enforcement efforts, including through subgrants for HVE campaigns, needed equipment, and for electronic reporting of citations and crashes to reduce person-hours spent on reporting.

- Florida local agencies were awarded 23 Safe Streets for All grants. This demonstrates a strong local commitment to reducing traffic fatalities and serious injuries. Local agencies want to align with state planning efforts like the SHSP and HSP; and want to share data, data analyses, and ideas. The FDOT State Safety Office provides crash data to all locals via Signal 4 Analytics; and both the FDOT State Safety Office and FDOT districts will be available to provide technical assistance and input to the development of local Safety Action Plans.

- Some high-priority VRU areas are near homeless shelters in traditionally underserved and underrepresented socioeconomic areas. We are working with these communities to improve lighting along the roadways. We also have opportunities to strengthen our partnerships with homeless advocacy groups that may include offering targeted education or practical safety items, like reflective wear.

- FDOT District Six (Miami-Dade) meets regularly with the Miami-Dade MPO specifically to review bicycle and pedestrian safety issues and projects. The District's bicycle and pedestrian coordinator collaborates with the MPO and other local agencies to do outreach and education events in the community, with materials offered in Spanish and Creole, as well as English. This is a good example of targeting countermeasures to the community and confirms the importance of the countermeasures listed in this plan.

- Stakeholders emphasized the importance of timely and accessible safety data to support data-driven decisions. Signal Four Analytics is now the single source of crash data, including geospatial data, for both FLHSMV and FDOT and is available at no cost to local agencies and MPOs. FDOT also conducts predictive analyses, root-cause analyses, and assessments, including VRUs safety. Stakeholders are interested in additional data layers and comprehensive analyses for their specific geographic regions.

Incorporation of Communities' Comments and Views

The State Safety Office carefully considered all input from not only the outreach described above, but also from ideas and information shared from previous subgrant application cycles. For the feedback listed above:

- Law enforcement staffing needs are addressed in the Police Traffic Services—LEL, Public Traffic Safety Professionals Training, and Category Area Countermeasures.

- Data sharing, timeliness, and accessibility are addressed in the Traffic Records Countermeasure, among others.

- The needs of vulnerable populations, like homeless bicyclists or pedestrians, are addressed in the Pedestrian and Bicycle Safety Countermeasure.

- Continued community relationships and advocacy needs are addressed through the CTST Countermeasures.

Additionally, the feedback we received will be considered to enhance the annual subgrant application process, where possible, and to inform the subgrant application selection process.

ONGOING ENGAGEMENT PLANNING

State's Goals for Future Public Engagement Efforts

The state's goal for future public engagement efforts is to include as many groups and individuals as possible with particular emphasis on those most affected. The state's public engagement efforts and activities are designed to implement FDOT's three-phase approach to community engagement: raising awareness, obtaining input to inform policy, and soliciting feedback on the draft plan. The input and feedback will be used to inform FDOT management and the final 3HSP.

Accessibility for Future Public Engagement

The provision of reasonable access to opportunities for engagement is an ongoing objective of the FDOT State Safety Office. The most appropriate outreach tools and techniques are being developed based on an understanding of the audience. One area that the FDOT State Safety Office is evaluating for future years is to include closed captioning or sign language for virtual meetings, along with evaluating the need and ability to support multilanguage audiences.

Future Identification of the Affected and Potentially Affected Communities

The state utilizes crash data to determine high-crash locations and targets ongoing outreach efforts in these communities. Data on demographics will be used to complement the crash data in identification of affected communities, and the state's MPOs and local agencies will continue to work within these areas for engagement and feedback that then informs the HSP.

Plan to Reach and Engage Identified Communities

Meaningful outreach to the community is achieved through a multistep process. It involves employing an all-hands-on deck staffing approach and ensuring many opportunities are provided for two-way communication between FDOT and interested partner agencies, safety advocacy groups, traffic safety coalitions, CTST, other stakeholder groups, and the public throughout the development of the 3HSP and the VRU Safety Assessment.

The summarized activities are aimed at promoting awareness specifically for developing the 3HSP and will be employed and maintained during the planning process. They are intended to maximize input and feedback opportunities from partners, stakeholders, and the public for the 3HSP and VRU Safety Assessment. Making the 3HSP available for a period of public comment also is a strategy that will be included in future engagement efforts.

Incorporation of Affected Community Comments and Views into Decision-Making

The FDOT State Safety office will review comments and feedback obtained from the identified affected communities via the engagement process and determine which elements can be incorporated into the decision-making process. The nature of the feedback will determine the most applicable strategy for incorporation.

Future Anticipated Program Improvements Based on Public Participation and Engagement

The FDOT State Safety Office will regularly evaluate public engagement activities and results of public engagement efforts to ensure community input has been accurately received and well-integrated into planning, programming, and project activities. Avenues for public engagement also will be evaluated for effectiveness and ease of access to ensure all affected or interested Floridians have a voice in the development and implementation of the 3HSP. The FDOT State Safety Office will continue to evaluate existing and emerging public engagement strategies and best practices, and incorporate new approaches and strategies to better connect to underrepresented and underserved populations. The results of future public participation and engagement will be reviewed to determine if adjustments to or redirection of program funding is warranted.

PERFORMANCE PLAN

23 Code of Federal Regulations (CFR) Part 1300, Uniform Procedures for State Highway Safety Grant Programs, requires each state to set performance measures and targets, as well as report them in the Triennial HSP.

PERFORMANCE MEASURES

Overall, there are 24 performance measures, including core outcome, behavior, activity, and Florida-specific measures. The core outcome, behavior, and activity performance measures are developed by NHTSA in collaboration with the Governors Highway Safety Administration and other traffic safety partners. The additional Florida-specific performance measures are developed by the FDOT State Safety Office in compliance with the rules of 23 CFR 1300.11. The first three core outcome measures are required to be based on a five-year rolling average, and Florida has chosen to report the remaining measures annually. States are not required to set targets on the activity measures. The performance measures and data sources are detailed below.

CORE OUTCOME MEASURES IDENTIFICATION

- C1—Number of fatalities (FARS)
- C2—Number of serious injuries (state data)
- C3—Fatality rate per 100 million vehicle-miles traveled (100M VMT) (FARS, FHWA)
- C4—Number of unrestrained passenger vehicle occupant fatalities, all seating positions (FARS)
- C5—Number of fatalities involving driver or motorcycle operator with a .08 BAC or above (FARS)
- C6—Number of speeding-related fatalities (FARS)
- C7—Number of motorcyclist fatalities (FARS)
- C8—Number of unhelmeted motorcyclist fatalities (FARS)
- C9—Number of drivers aged 20 or younger involved in fatal crashes (FARS)
- C10—Number of pedestrian fatalities (FARS)
- C11- Number of bicyclist fatalities (FARS)

PERFORMANCE PLAN

BEHAVIOR MEASURES

- B1—Observed safety belt use for passenger vehicles, front seat outboard occupants (state survey)

ACTIVITY MEASURES

- A1—Number of seat belt citations issued during grant-funded enforcement activities (Subgrant activity reports)
- A2—Number of impaired driving citations issued, and arrests made during grant-funded enforcement activities (Subgrant activity reports)
- A3—Number of speeding citations issued, and arrests made during grant-funded enforcement activities (Subgrant activity reports)

PERFORMANCE PLAN

FLORIDA SPECIFIC MEASURES

- F1—Number of Florida resident drivers aged 65 or older involved in fatal crashes (state data)
- F2—Number of CTST outreach events conducted (Subgrant activity reports)
- F3—Number of distracted driving fatalities (state data)
- F4—Estimated number of impressions for campaigns (Subgrant activity reports)
- F5—Number of traffic safety subgrants executed (Grant section data)
- F6—Percent of law enforcement agencies participating in the Florida LEL Traffic Safety Challenge (Subgrant activity reports)
- F7—Number of persons who received traffic safety professional's training (Subgrant activity reports)
- F8—Number of crashes submitted within 10 days to the state (state data)
- F9—Number of fatalities in work zones (state data)
- F-10—Number of police reported unattended passenger incidents (state data)

PERFORMANCE PLAN

TARGETS

Florida shares the national traffic safety vision of zero deaths. Safety is Florida's top priority and a key component of the responsibilities and vision of FDOT, as well as a goal of the FTP, the state's long-range transportation plan. FDOT, the State Safety Office, and our partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable and, based on that, zero deaths is our safety performance target. This target is consistent throughout our SHSP, HSIP, and HSP.

PERFORMANCE PLAN

DATA FORECASTS

Realizing that zero fatalities likely will not be reached within Florida's 3HSP, Florida uses data models to forecast the fatalities that are statistically probable as we diligently strive to drive down fatalities and serious injuries with an ultimate vision of zero.

Florida's data forecasts have been established using an autoregressive integrated moving average (ARIMA) Hybrid Regression Model (0, 1,1)(2,0,0)(12) with VMT. Nine independent variables were tested to assess correlations between fatalities against possible influencing factors, including VMT, gas consumption, vehicle registration, temperature, precipitation, gross domestic product (GDP), and tourists. Only VMT and gas consumption have relatively high correlations with fatalities and serious injuries; and, of these two variables, only VMT was useful in predicting future fatalities and serious injuries.

The first three performance measures (number of fatalities, number of serious injuries, and fatality rate per 100M VMT) have been forecast based on five-year rolling averages; and the remaining performance measures will be forecasted annually. The forecasts for 2023 to 2026 are based on monthly data from 2007 through 2022 using statistical forecasting methodologies. Each year, the data forecasts are recalculated with the most recent data to create the updated forecasts. Forecasts for 2023 to 2026 were calculated by using the established trend percentage for VMT to normalize the 2020 data due to any COVID-19 anomalies.

C1—Number of Traffic Fatalities

- **Target:** Florida's target for fatalities is zero in FY 2024–2026.

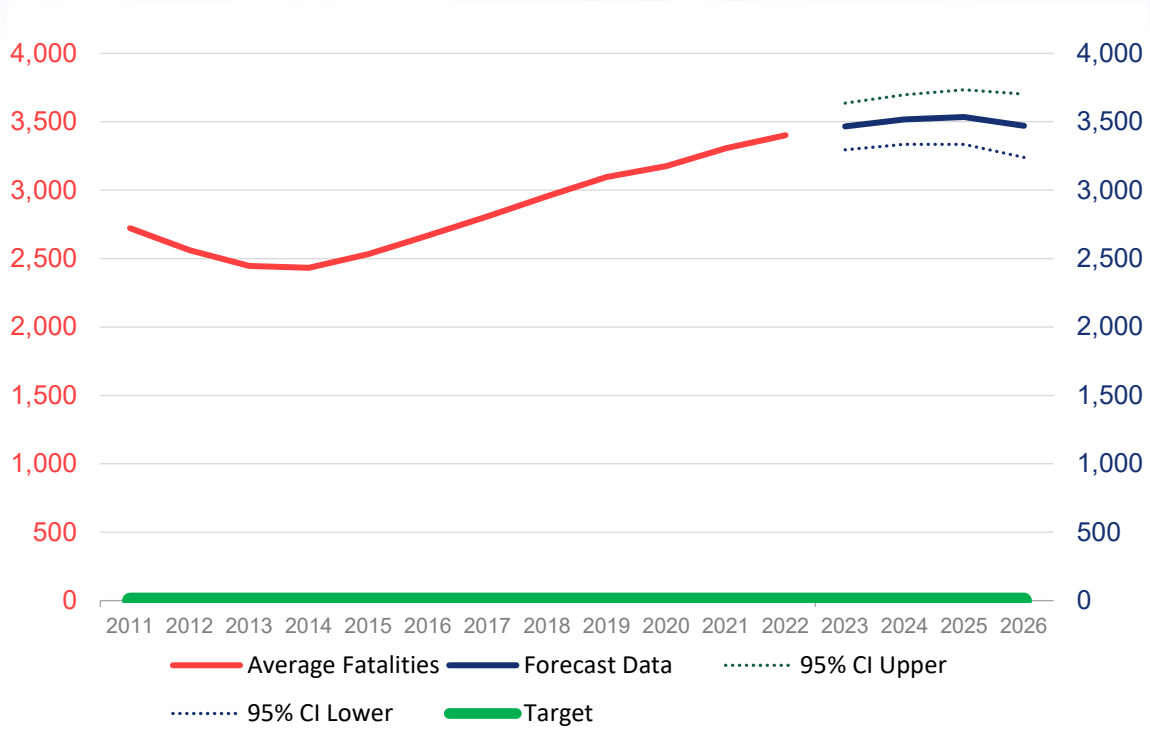
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total fatalities on Florida's roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

Core Outcome Measures		Measure Type		2023	2024	2025	2026
C-1	Number of fatalities	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	4,052	4,208	4,350	4,482
			Lower	2,868	2,683	2,520	2,369

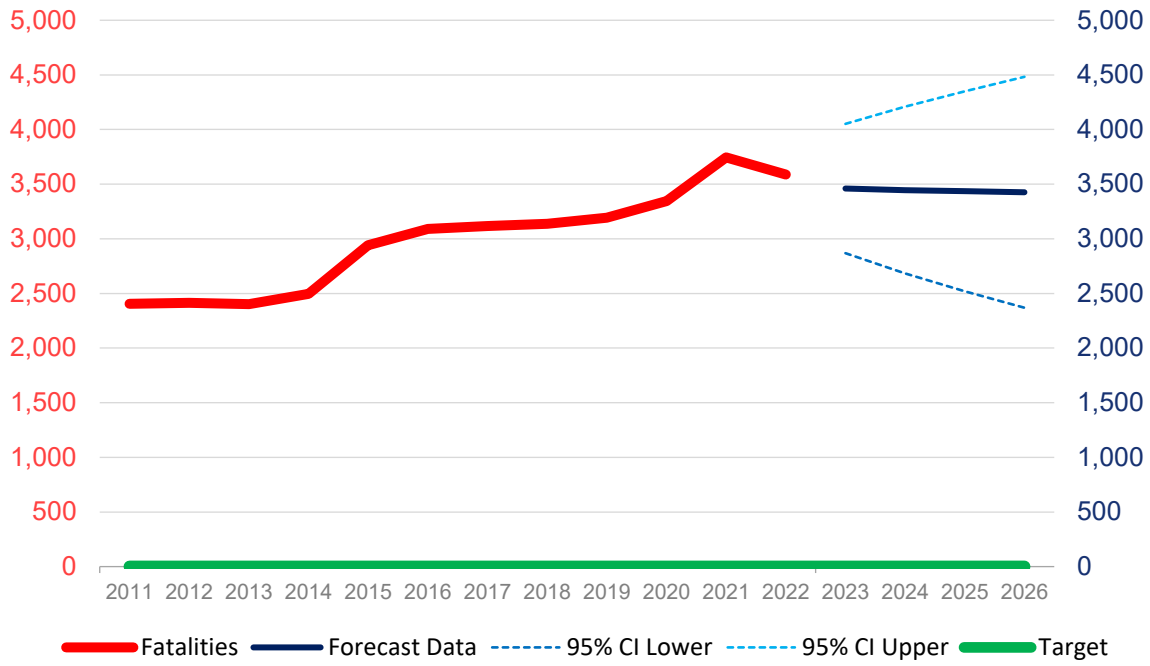
- **Strategy:** The data forecast indicates Florida's five-year rolling average for fatalities could slowly trend downward in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatalities could slowly trend downward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will enhance the downward trend to ultimately reduce the number of fatalities.

- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP—with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables—the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Five-Year Rolling Average Graph: The chart below reflects the five-year rolling average of traffic fatalities for each year and the data forecasts for 2023 through 2026.



Actual Annual Fatalities Graph: The chart below reflects the annual fatalities for each year and the data forecasts for 2023 through 2026.



C2—Number of Serious Injuries

- **Target:** Florida's target for serious injuries is zero in FY 2024–2026.

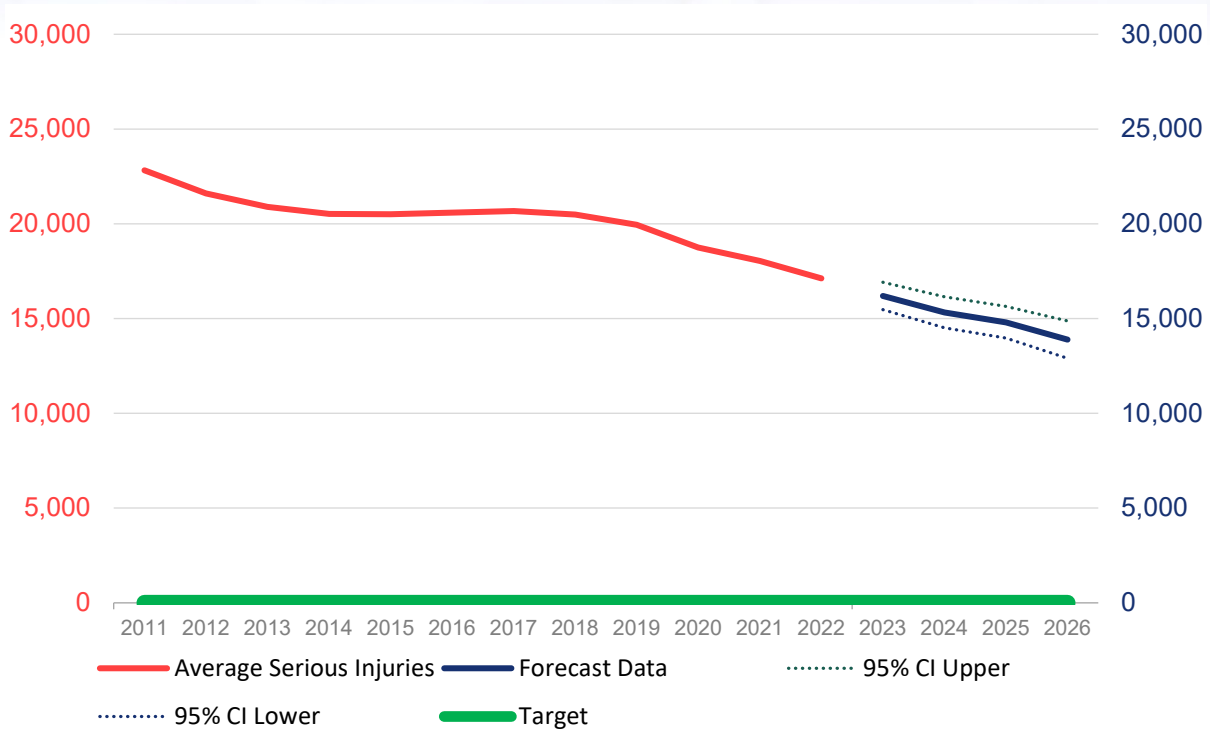
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total serious injuries on Florida's roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

Core Outcome Measures		Measure Type		2023	2024	2025	2026
C-2	Number of serious injuries	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	17,274	17,177	16,988	16,785
			Lower	11,866	10,404	9,039	7,722

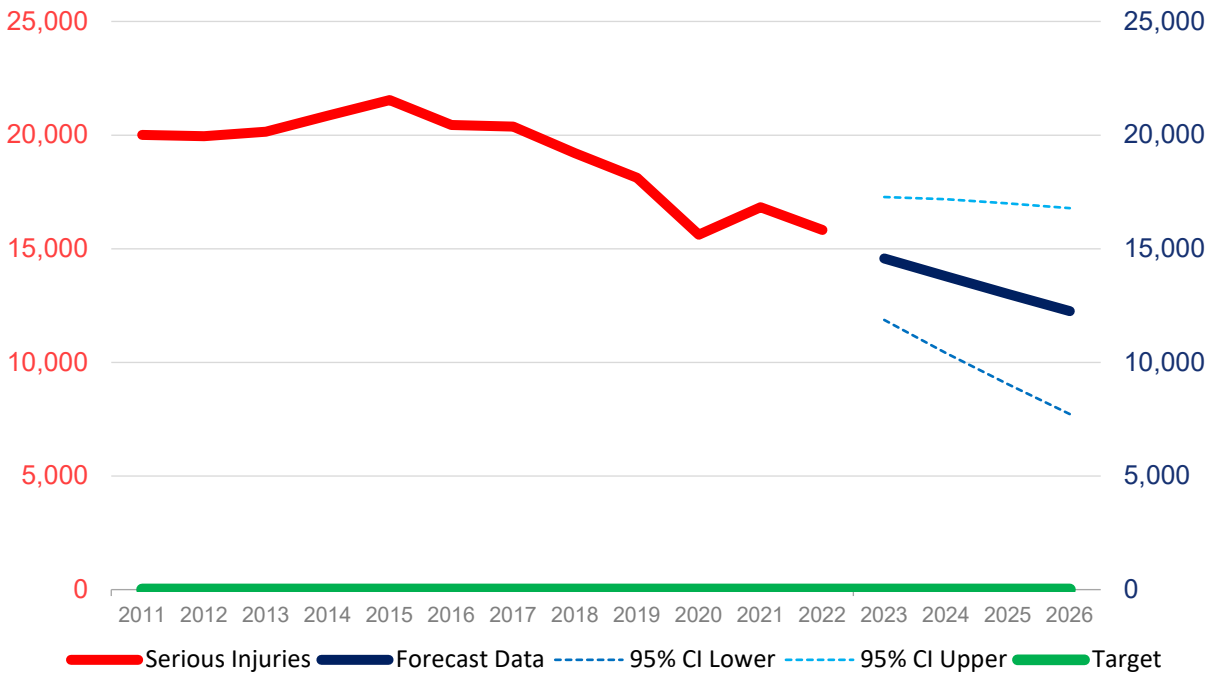
- **Strategy:** The data forecast indicates Florida's five-year rolling average for serious injuries will continue to trend downward in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of serious injuries to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatalities will trend downward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will enhance the downward trend to ultimately reduce the number of serious injuries.

- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen, which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Five-Year Rolling Average Graph: The chart below reflects the five-year rolling average of serious injuries for each year and the data forecasts for 2023 through 2026.



Annual Serious Injuries Graph: The chart below reflects the total annual serious injuries for each year and the data forecasts for 2023 through 2026.



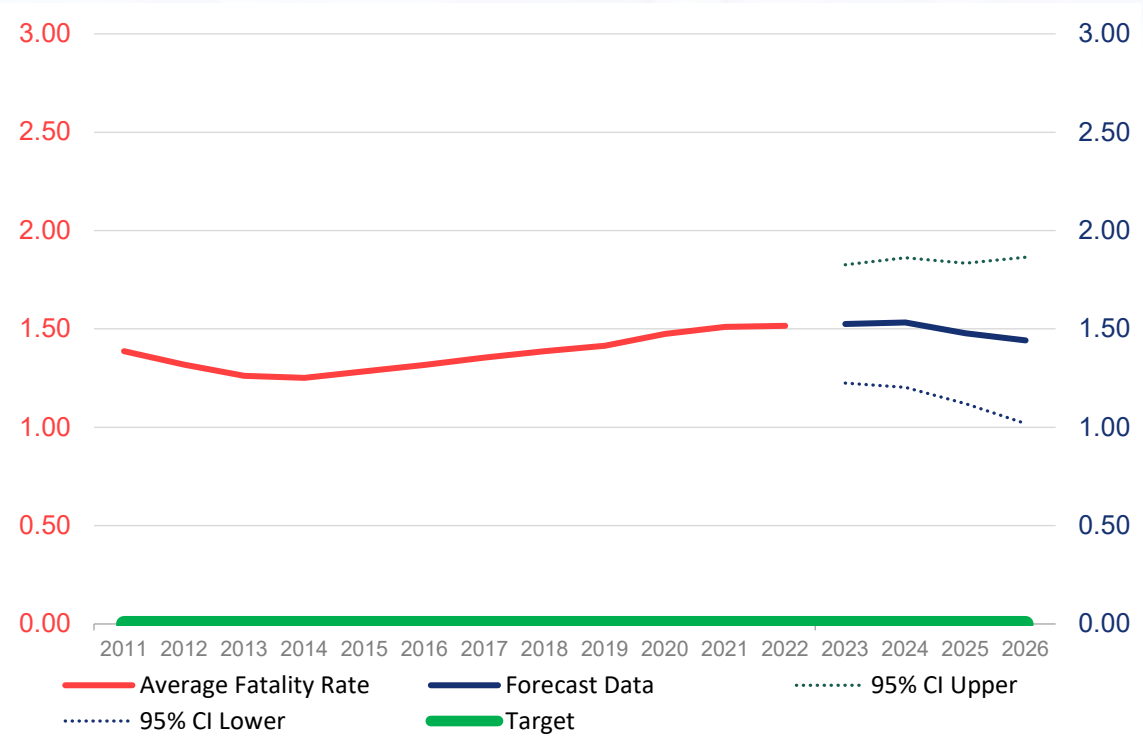
C3—Fatality Rate

- **Target:** Florida's target for fatality rate is zero in FY 2024–2026.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total fatality rate per 100M VMT on Florida's roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

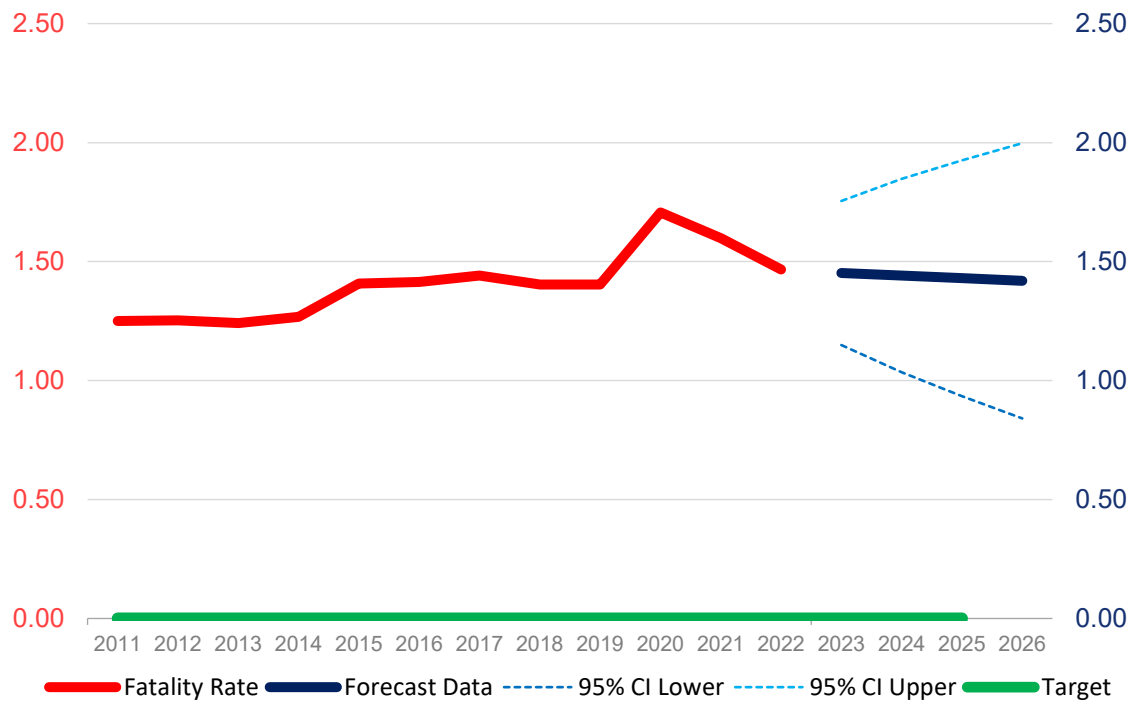
Core Outcome Measures		Measure Type		2023	2024	2025	2026
C-3	Fatality rate per 100 VMT	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	1.75	1.85	1.93	2.00
			Lower	1.15	1.03	0.93	0.84

- **Strategy:** The data forecast indicates Florida's five-year rolling average for fatality rate could trend slowly downward in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of fatalities to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's five-year rolling average for fatalities will trend downward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will enhance the downward trend to ultimately reduce the fatality rate per 100M VMT.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen, which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Five-Year Rolling Average Graph: Fatality Rate—The chart below reflects the five-year rolling average for fatality rate per VMT for each year and the data forecasts for 2023 through 2026.



Actual Annual Graph: Fatality Rate—The chart below reflects the annual fatality rate per VMT for each year and the data forecasts for 2023 through 2026.



C4—Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seating Positions

- **Target:** Florida's target for number of unrestrained passenger vehicle occupant fatalities, all seating positions is zero in FY 2024–2026.

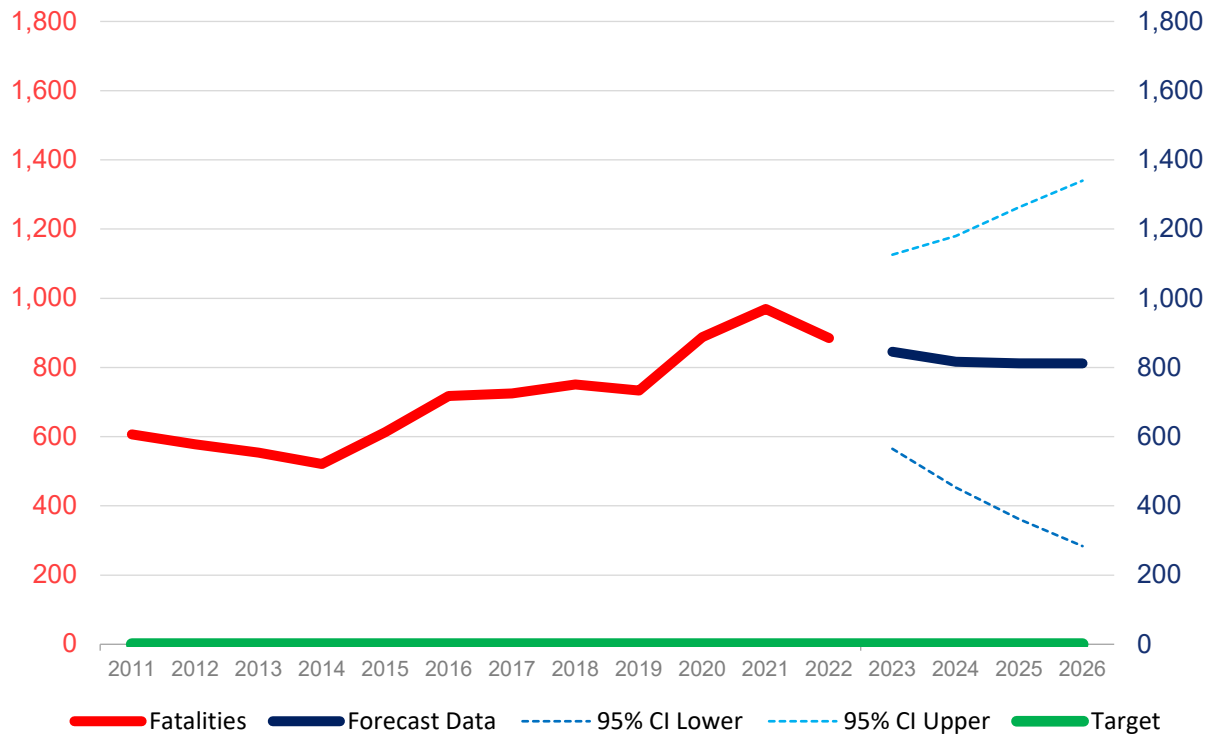
- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for number of unrestrained passenger vehicle occupant fatalities, all seating positions on Florida's roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

Core Outcome Measures		Measure Type		2023	2024	2025	2026
C-4	Number of unrestrained passenger vehicle occupant fatalities, all seating position	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	1,126	1,180	1,263	1,340
			Lower	565	453	361	284

- **Strategy:** The data forecast indicates Florida's annual total for number of unrestrained passenger vehicle occupant fatalities, all seating positions could trend slowly downward in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of fatalities to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual total for number of unrestrained passenger vehicle occupant fatalities, all seating positions could trend downward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will enhance the downward trend to ultimately reduce the number of unrestrained passenger vehicle occupant.

- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen, which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Actual Annual Graph: Number of Unrestrained Vehicle Occupants—The chart below reflects the annual number of unrestrained passenger vehicle occupant fatalities, all searing positions for each year and the data forecasts for 2023 through 2026.



C5—Number of Fatalities Involving Driver or Motorcycle Operator with a 0.08 BAC or Above

- **Target:** Florida's target for number of fatalities involving a driver or motorcyclist with a 0.08 BAC is zero in FY 2024–2026.

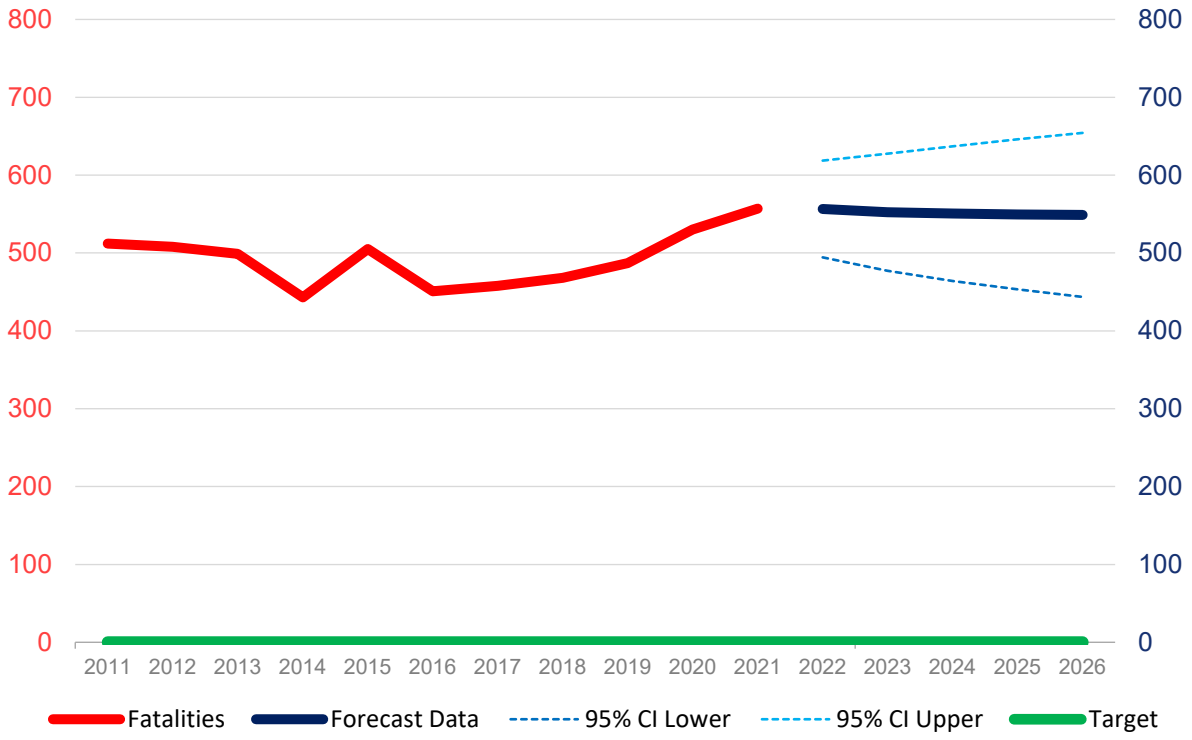
- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for number of fatalities involving a driver or motorcycle operator with a 0.08 BAC or above on Florida's roads forecasted, as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

Core Outcome Measures		Measure Type		2023	2024	2025	2026
C-5	Number of fatalities involving driver or motorcycle with a .08 BAC or above all seating position	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	628	637	646	654
			Lower	477	464	453	444

- **Strategy:** The data forecast indicates Florida's annual total for the number of fatalities involving a driver or motorcycle operator with a 0.08 BAC or above could trend slowly downward in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of fatalities to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's fatalities involving a driver or motorcycle operator with a 0.08 BAC or above could slowly trend downward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will enhance the downward trend to ultimately reduce the number of fatalities involving a driver or motorcycle operator with a 0.08 BAC or above.

- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen, which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Actual Annual Graph: Number of Fatalities Involving Driver or Motorcycle Operator with a 0.08 BAC or Above—The chart below reflects the annual number of fatalities involving a driver or motorcycle operator with a 0.08 BAC or above for each year and the data forecasts for 2023 through 2026.



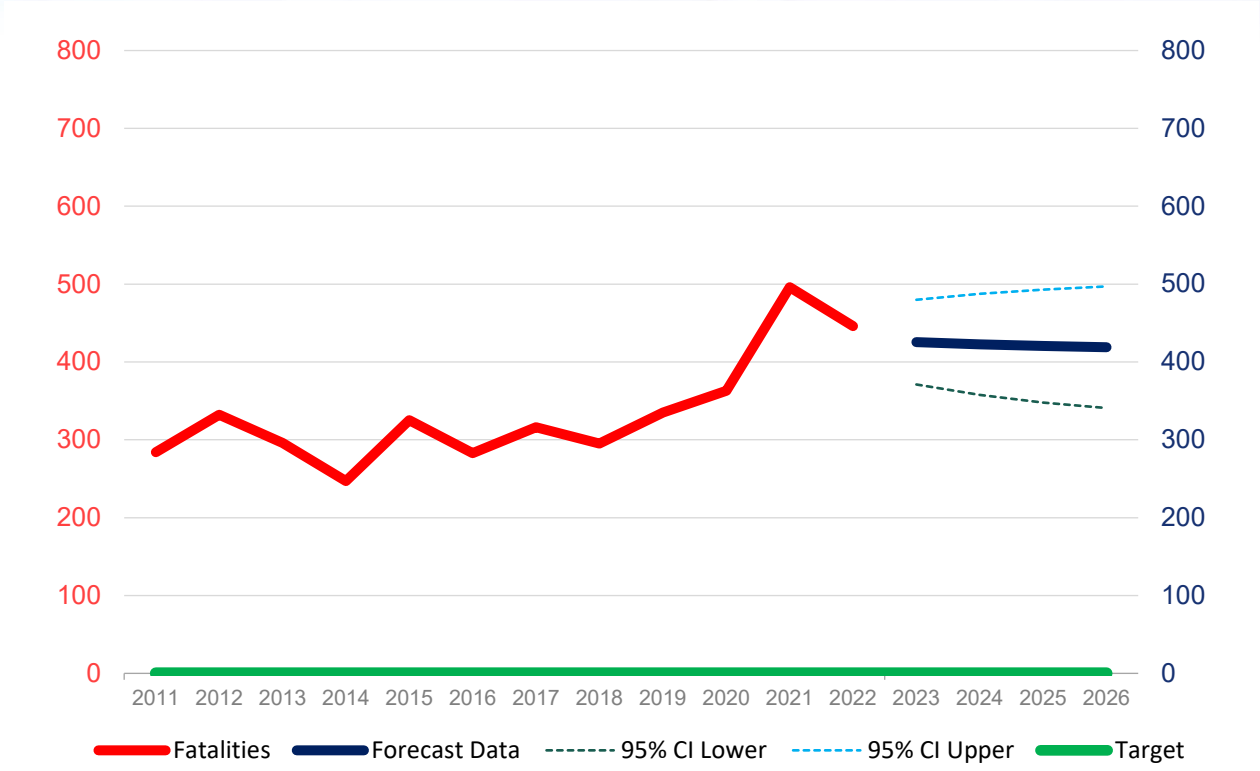
C6—Number of Speeding-Related Fatalities

- **Target:** Florida's target for number of speeding-related fatalities is zero in FY 2024–2026.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for number of speeding-related fatalities on Florida's roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

Core Outcome Measures		Measure Type		2023	2024	2025	2026
C-6	Number of speeding-related fatalities	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	480	488	493	497
			Lower	371	357	348	341

- **Strategy:** The data forecast indicates Florida's annual total for the number of speeding-related fatalities could trend downward in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of fatalities to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual total for the number of speeding-related fatalities could trend slowly downward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will enhance the downward trend to ultimately reduce the number of speeding-related fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen, which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Actual Annual Graph: Number of Speeding-Related Fatalities—The chart below reflects the annual number of speeding-related fatalities for each year and the data forecasts for 2023 through 2026.



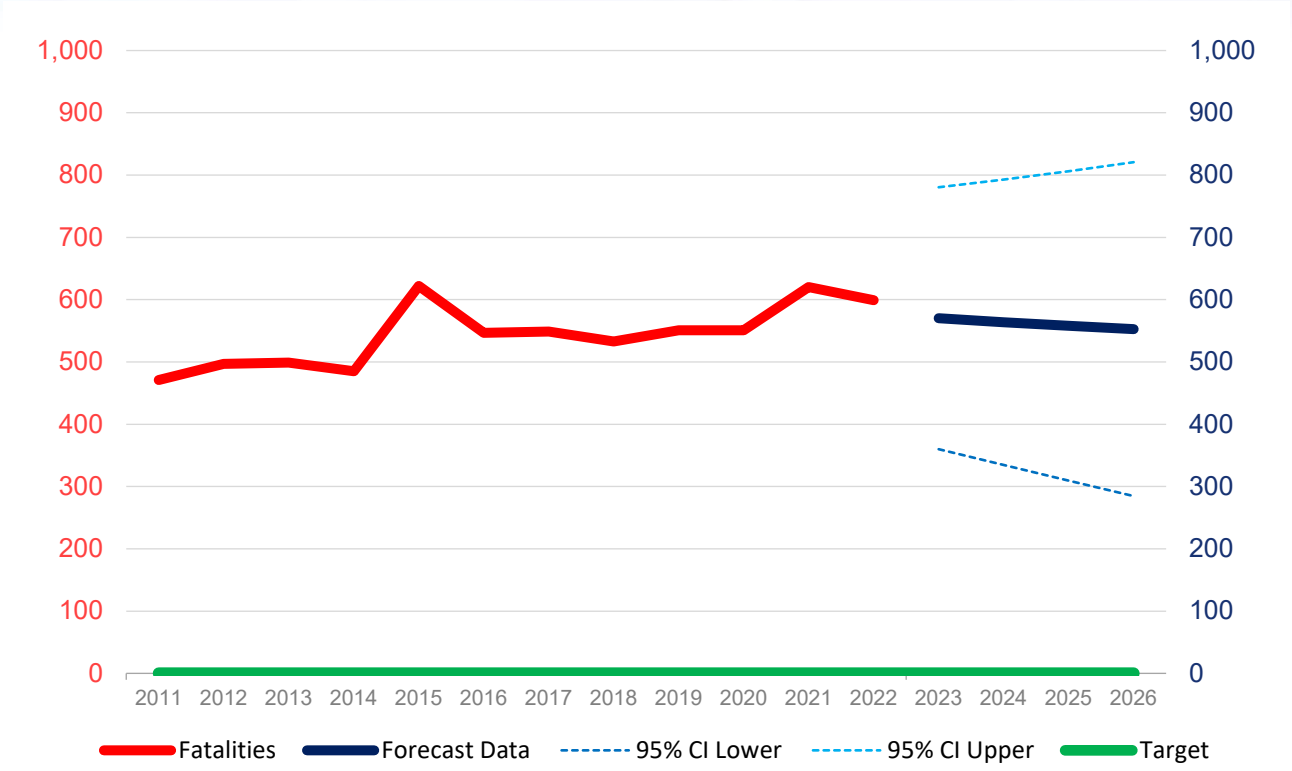
C7—Number of Motorcyclist Fatalities

- **Target:** Florida's target for number of motorcyclist fatalities is zero in FY 2024–2026.
- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for number of motorcyclist fatalities on Florida's roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

Core Outcome Measures		Measure Type		2023	2024	2025	2026
C-7	Number of motorcyclist fatalities	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	780	793	806	821
			Lower	360	335	309	285

- **Strategy:** The data forecast indicates Florida's annual total for the number of motorcyclist fatalities could trend downward in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of fatalities to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates the annual total for the number of motorcycle fatalities could trend slowly downward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will continue this trend and ultimately reduce the number of motorcyclist fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen, which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Actual Annual Graph: Number of Motorcyclists Fatalities—The chart below reflects the annual number of motorcyclist fatalities for each year and the data forecasts for 2023 through 2026.



C8—Number of Unhelmeted Motorcyclist Fatalities

- **Target:** Florida's target for number of unhelmeted motorcyclist fatalities is zero in FY 2024–2026.

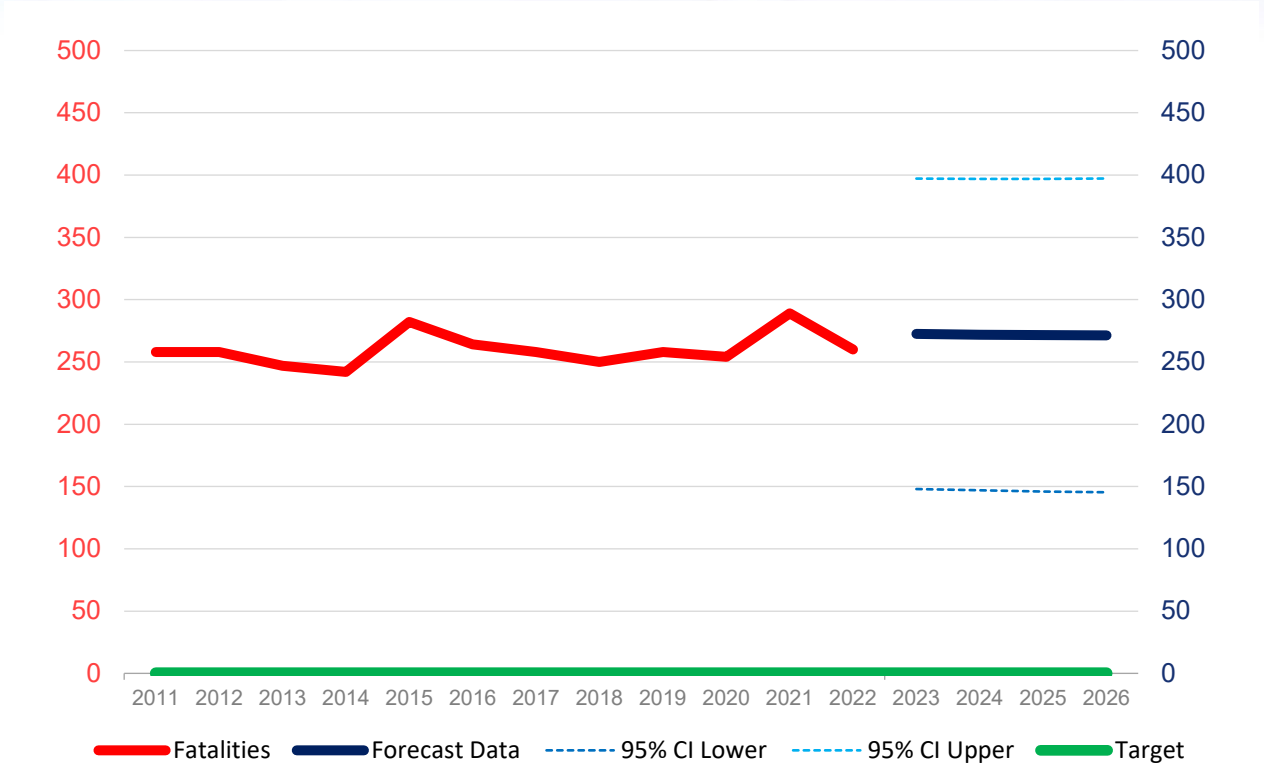
- **Annual Performance Forecast:** Based on statistical forecasting, the annual total for number of unhelmeted motorcyclist fatalities on Florida's roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

Core Outcome Measures		Measure Type		2023	2024	2025	2026
C-8	Number of unhelmeted motorcyclist fatalities	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	397	397	397	397
			Lower	148	147	146	145

- **Strategy:** The data forecast indicates the annual total for the number of unhelmeted motorcyclist fatalities will remain relatively flat in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of fatalities to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual total for the number of unhelmeted motorcyclist fatalities could remain relatively flat in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will reverse this trend and ultimately reduce the number of unhelmeted motorcyclist fatalities.

- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen, which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Actual Annual Graph: Number of Unhelmeted Motorcyclist Fatalities—The chart below reflects the annual number of unhelmeted motorcyclist fatalities for each year and the data forecasts for 2023 through 2026.



C9—Number of Drivers Aged 20 or Younger Involved In Fatal Crashes

- **Target:** Florida's target for number of drivers aged 20 or younger involved in fatal crashes is zero in FY 2024–2026.

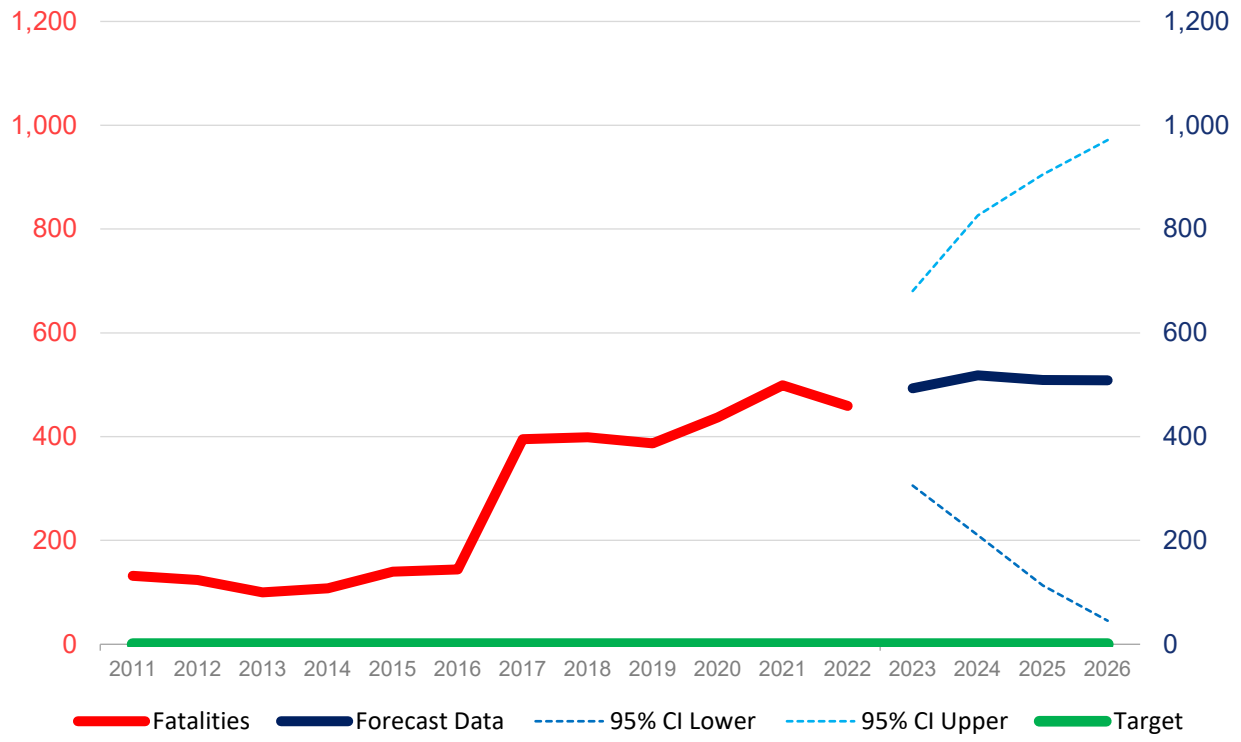
- **Annual Performance Forecast:** Based on statistical forecasting, the number of drivers aged 20 or younger involved in fatal crashes on Florida's roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

Core Outcome Measures		Measure Type		2023	2024	2025	2026
C-9	Number of drivers aged 20 or younger involved in fatal crashes	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	681	826	905	971
			Lower	306	210	113	45

- **Strategy:** The data forecast indicates Florida's annual number of drivers aged 20 or younger involved in fatal crashes will slowly trend upward in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of fatalities to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual number of drivers aged 20 or younger involved in fatal could trend upward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will reverse this trend and ultimately reduce the number of drivers aged 20 or younger involved in fatal crashes.

- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen, which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Actual Annual Graph: Number of Drivers Aged 20 or Younger—The chart below reflects the annual total for the annual number of drivers aged 20 or younger involved in fatal crashes for each year and the data forecasts for 2023 through 2026.



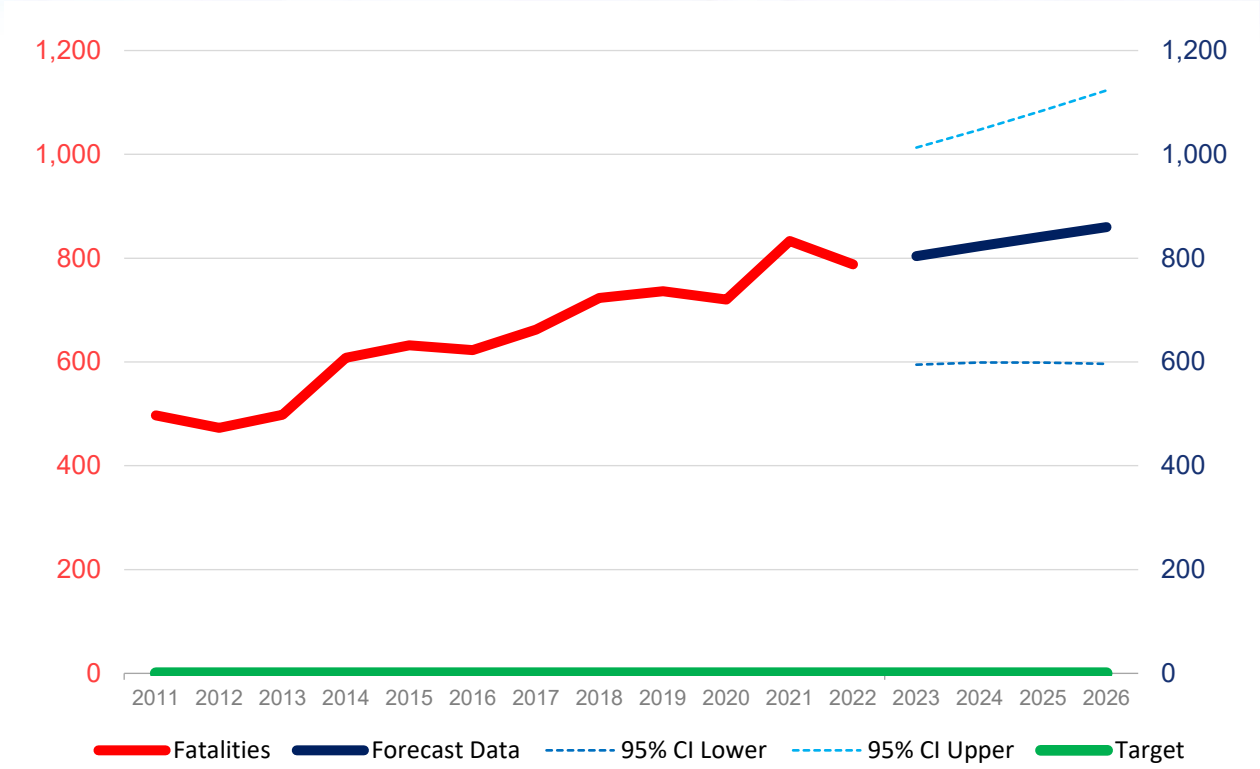
C10—Number of Pedestrian Fatalities

- **Target**: Florida's target for number of pedestrians involved in fatal crashes is zero in FY 2024–2026.
- **Annual Performance Forecast**: Based on statistical forecasting, the number of pedestrians involved in fatal crashes on Florida's roads is forecasted as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

Core Outcome Measures		Measure Type		2023	2024	2025	2026
C-10	Number of pedestrian fatalities	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	1,013	1,048	1,085	1,123
			Lower	595	599	599	596

- **Strategy**: The data forecast indicates Florida's annual number of pedestrian fatalities could trend upward 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual number of pedestrian fatalities could trend upward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will reverse this trend and ultimately reduce the number of pedestrian fatalities.
- **Justification**: Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP—with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables—the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Actual Annual Graph—Number of Pedestrian Fatalities: The chart below reflects the annual number of drivers aged 20 or younger involved in fatal crashes for each year and the data forecasts for 2023 through 2026.



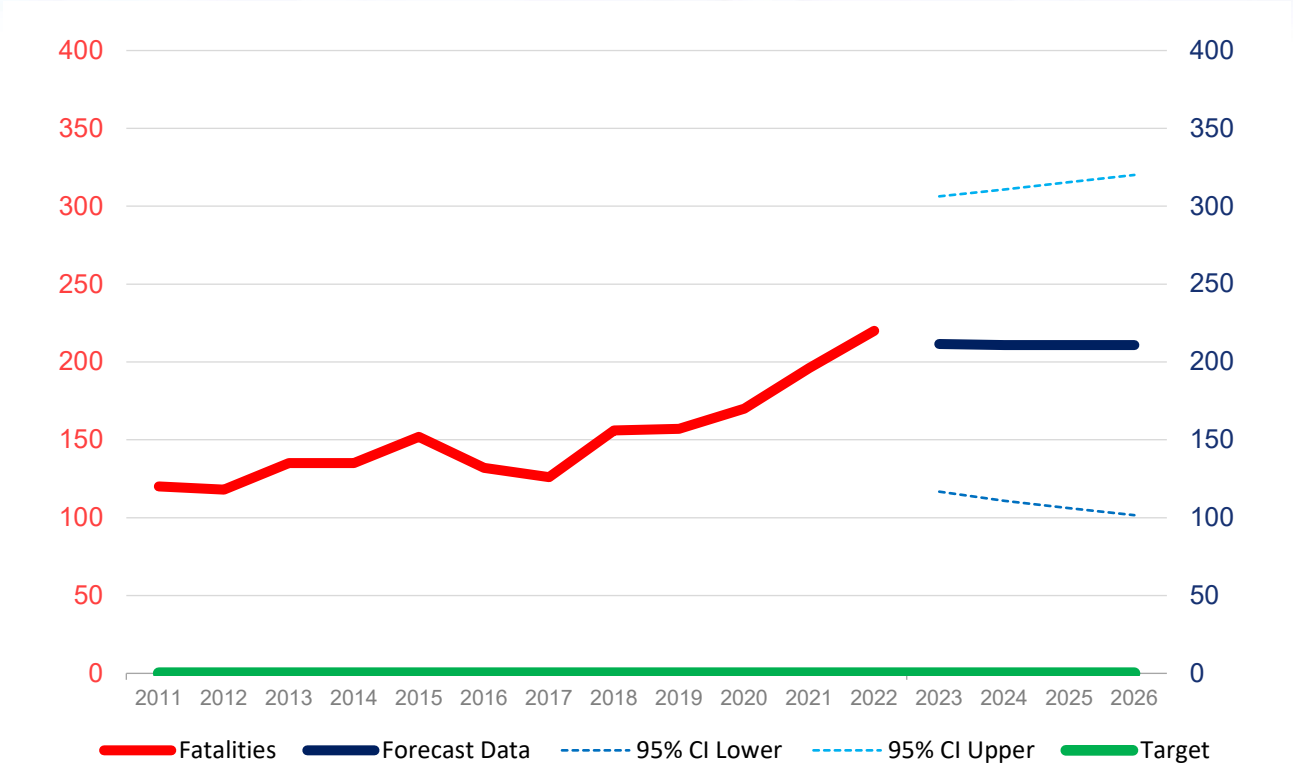
C11—Number of Bicyclist Fatalities

- **Target:** Florida's target for number of bicyclists involved in fatal crashes is zero in FY 2024–2026.
- **Annual Performance Forecast:** Based on statistical forecasting, the number of bicyclists involved in fatal crashes on Florida's roads is forecasted as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

Core Outcome Measures		Measure Type		2023	2024	2025	2026
C-11	Number of bicyclist fatalities	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	306	311	315	320
			Lower	117	111	106	102

- **Strategy**: The data forecast indicates Florida's annual number of bicyclist fatalities could remain relatively flat in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's annual number of bicyclist fatalities could remain relatively flat in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will reverse this trend and ultimately reduce the number of bicyclist fatalities.
- **Justification**: Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP—with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables—the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Actual Annual Graph—Bicycle Fatalities: The chart below reflects the annual number of bicyclist fatalities for each year and the data forecast for 2023 through 2026.



B1—Observed Safety Belt Use For Passenger Vehicles, Front Seat Outboard Occupants

- **Target**: Florida's target for observed safety belt use for passenger vehicles, front seat outboard occupants is 100 percent in FY 2024–2026.

- **Annual Performance Forecast**: Based on a linear trend, the observed safety belt use for passenger vehicles, front seat outboard occupants could be as shown in the table below in 2023 through 2026. This estimate was made with historical and current state data from 2007 to 2022 to estimate probable outcomes for 2023 through 2026.

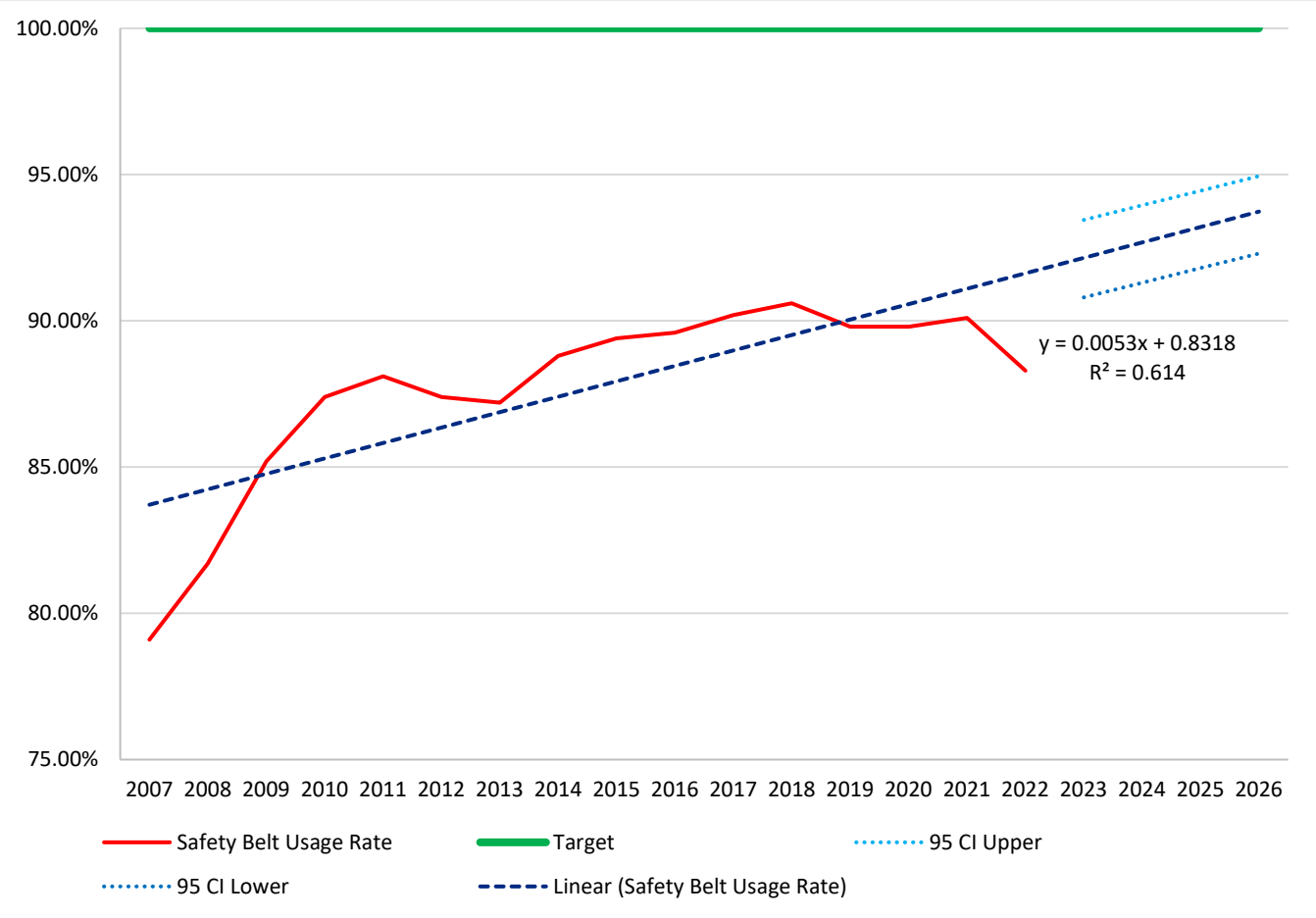
Core Outcome Measures		Measure Type		2023	2024	2025	2026
B-1	Observed safety belt use for passenger vehicles, front seat outboard occupants	Actual	Target	100.00%	100.00%	100.00%	100.00%
		FDOT Forecast	Upper	93.40%	93.90%	94.40%	94.90%
			Lower	90.08%	91.30%	91.80%	92.30%

- **Strategy**: The linear trend indicates Florida's observed safety belt use for passenger vehicles, front seat outboard occupants could slowly trend upward in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida's observed safety belt use for passenger vehicles, front seat outboard occupants could slowly trend upward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will enhance the upward trend to ultimately increase the observed safety belt use for passenger vehicles, front seat outboard occupants.

- **Justification**: This estimate was made by using state data from 2007 to 2022 to show the trend. No survey data was collected in 2020 due to COVID-19 restrictions.

Actual Annual Graph—Observed Safety Belt Use For Passenger Vehicles, Front Seat Outboard Occupants: The chart below reflects the observed safety belt use for passenger vehicles, front seat outboard occupants for years 2007 through 2022. Florida did not conduct a safety belt use survey in 2020 due to COVID-19 restrictions.

The graph below accurately depicts the trend based on all data available.



ACTIVITY MEASURES

NHTSA uses multiple measures in reports to Congress, the public, and others regarding the status of traffic safety overall and key traffic safety subjects such as safety belt use, impaired driving, speeding, and motorcycle helmet use. The following activity measures are submitted by all states to allow reporting of activity produced under federal grant funding. This is merely a representation of the efforts conducted and does, in no way, encourage a quota for enforcement activities.

The following table denotes the number of safety belt citations, impaired driving arrests, and speeding citations issued during subgrant-funded enforcement activities:

Activity Measures			FY 2019	FY 2020	FY 2021	FY 2022
A-1	Number of Grant-Funded Safety Belt Citations	Final	4,273	3,672	9,630	10,151
A-2	Number of Grant-Funded Impaired Driving Arrests	Final	460	729	943	1,145
A-3	Number of Grant-Funded Speeding Citations	Final	29,991	14,428	24,618	40,951

FLORIDA-SPECIFIC MEASURES

Florida has established performance measures for program areas that are not expressly covered by the NHTSA required core outcome, behavioral, or activity measures. The following chart outlines those program areas and their specific, evidence-based performance measures for the 3HSP:

	Program Area	Florida Specific Measures		FY 2024–2026
F-1	Aging Road Users	Number of Florida resident drivers aged 65 or older involved in fatal crashes	Target	0
			Final	
		Target met or exceeded		
F-2	Community Traffic Safety Outreach	Number of CTST outreach events conducted	Target	180
			Final	
		Target met or exceeded		
F-3	Distracted Driving	Number of distracted driving fatalities	Target	0
			Final	
		Target met or exceeded		
F-4	Paid Media	Distracted driving	Target	300,000
			Final	
		Target met or exceeded		
		Impaired driving	Target	65,000,000
			Final	
		Target met or exceeded		
		Motorcycle Safety	Target	35,000,000
			Final	
		Target met or exceeded		
		Occupant Protection	Target	50,000,000
			Final	
		Target met or exceeded		
		Pedestrian and Bicycle Safety	Target	50,000,000
			Final	
		Target met or exceeded		
		Railroad safety	Target	300,000
			Final	
		Target met or exceeded		
		Speeding and aggressive driving	Target	300,000
			Final	
		Target met or exceeded		
		Work zone safety	Target	50,000
			Final	
		Target met or exceeded		

	Program Area	Florida Specific Measures		FY 2024–2026
F-5	Planning and Administration	Number of traffic safety subgrants executed	Target	217
			Final	
		Target met or exceeded		
F-6	Police Traffic Services—LEL	Percent of law enforcement agencies participating in the Florida Liaison Traffic	Target	100%
			Final	
		Target met or exceeded		
F-7	Public Traffic Safety Professionals Training	Number of persons who received traffic safety professionals training	Target	2,000
			Final	
		Target met or exceeded		
F-8	Traffic Records	Number of persons who received traffic safety professionals training	Target	≥80%
			Final	
		Target met or exceeded		
F-9	Work Zone Safety	Number of fatalities in work zones	Target	0
			Final	
		Target met or exceeded		

COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

Based on data analysis, public engagement, and discussions with key partners and stakeholder groups, the resultant Florida HSPs, which are separated into categories listed below, are the foundation of Florida's FY 2024–2026 3HSP and focus on countermeasures that have been proven to be effective in reducing traffic fatalities and serious injuries.

- Aging Road Users
- Community Traffic Safety Outreach
- Distracted Driving
- Impaired Driving
- Motorcycle Safety
- Occupant Protection and Child Passenger Safety
- Paid Media
- Pedestrian and Bicycle Safety
- Planning and Administration
- Police Traffic Services—LEL
- Public Traffic Safety Professionals Training
- Speeding and Aggressive Driving
- Teen Driver Safety
- Traffic Records
- Work Zone Safety

Evidence-Based Enforcement Plan

The State of Florida uses a comprehensive, evidence-based enforcement plan that encompasses all traffic safety program areas in Florida's 3HSP. Selection of enforcement activity locations is based upon data that identifies high-risk areas with the greatest number of crashes, serious injuries, fatalities, and/or traffic violations (citations). The FDOT State Safety Office funds law enforcement agencies located within high-risk areas and monitors data throughout the year to assess impact. Through the Florida LEL program, the state's eight LELs work with local, county, and state law enforcement agencies to encourage participation in state mobilizations and the three required NHTSA traffic safety national mobilizations and campaigns. Law enforcement agencies are encouraged to conduct routine enforcement patrols to address particular program areas, as well as HVE operations (i.e., saturation patrols, checkpoints), educational programs, and earned media activities.

Data-Driven Enforcement

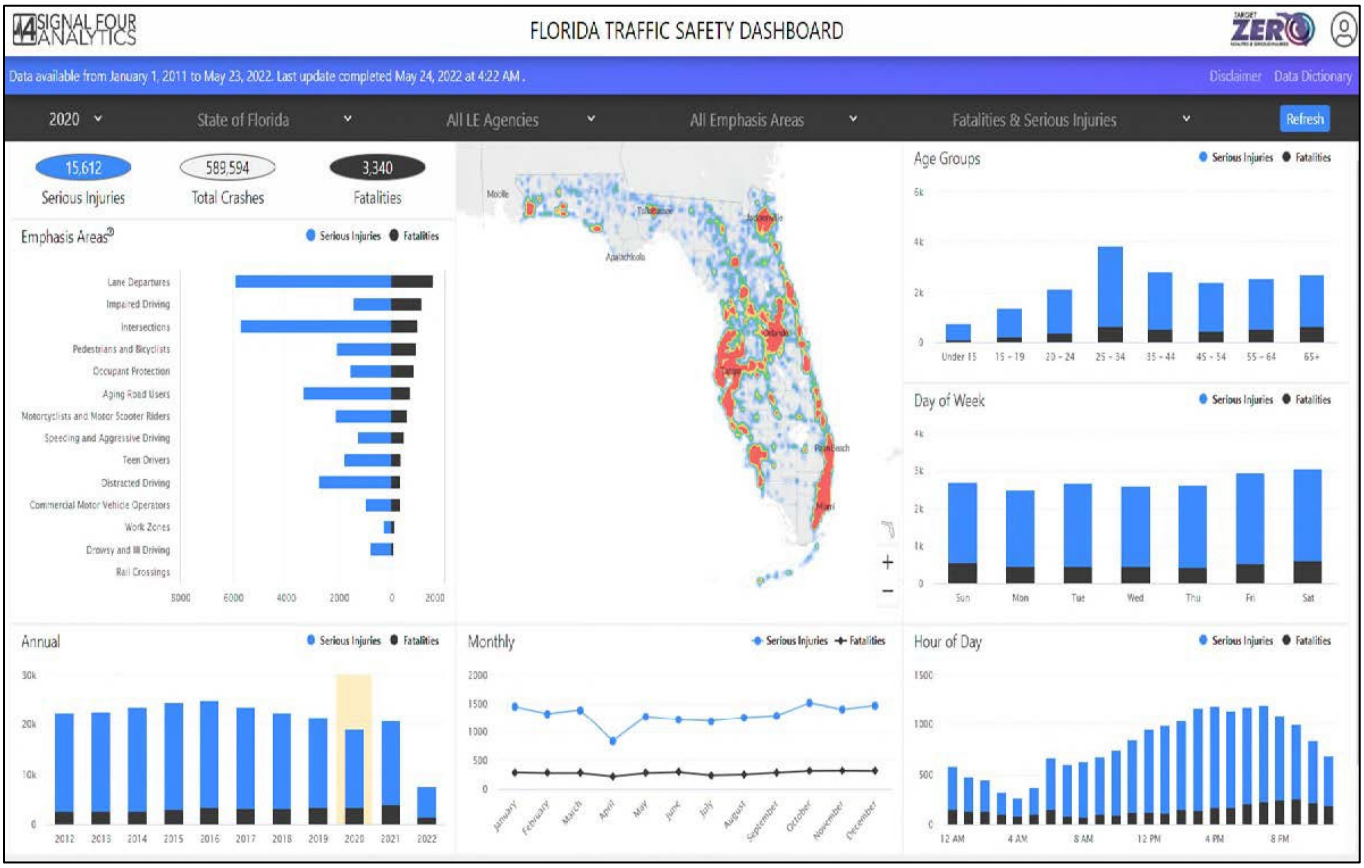
Florida's evidence-based enforcement plan uses data-driven tools to identify specific traffic safety concerns and the areas of the state that represent the highest risk for crashes, serious injuries, and fatalities. The Florida Highway Safety Matrix ranks combined serious injury and fatality data in county- and city-level matrices. Based upon five years of data (2017–2022), these matrices provide Florida decision-makers with critical information about the status of traffic safety in counties and cities throughout the state. County and city-level matrices are divided into three groups based upon population. The numbers in each matrix represent where a county or city ranks relative to its population group in a particular program area based on the total serious injuries and fatalities, where "1" represents the highest number of serious injuries and fatalities within a population group. For example, the "1" next to Palm Beach indicates it has the highest number of serious injuries and fatalities in speed or aggressive driving related crashes among the 26 counties in Group 1. The rankings in both matrices are based on the five-year period sum of combined serious injuries and fatalities. Inmate populations are excluded in calculations.

Signal Four Analytics also is used in enforcement planning by law enforcement agencies because it provides actual crash counts and locations that are sortable by state, county, city, or local jurisdiction. Using this tool, law enforcement agencies can break down data on crash hot spots by program area to direct enforcement to high-crash locations.

The FDOT State Safety Office awards funding to safety partners that undertake priority area enforcement programs and activities to improve traffic safety and reduce crashes, serious injuries, and fatalities. Funding may be awarded for addressing traffic safety challenges, expansion of an ongoing enforcement activity, or development of a new program. Entities interested in applying for NHTSA funding through FDOT's State Safety Office must submit concept papers describing their proposed efforts.

Concept papers for enforcement projects are evaluated for expected effectiveness in targeting key traffic safety issues. Project funding decisions are based upon how well the proposed effort meets the goals of the SHSP as well as local traffic safety coalitions and stakeholders, where the geographic location of the project ranks within the Florida Highway Safety Matrix, NHTSA assessment recommendations, available funding, and whether evidence of a problem is supported by state and local traffic safety and/or citation data. Law enforcement agencies that propose projects are also evaluated to determine their commitment to traffic

safety enforcement. If concept papers are not received from law enforcement agencies located in high crash, fatality, and serious injury areas, the FDOT State Safety Office may directly solicit concept papers from agencies within targeted high-risk areas.



High-Visibility Enforcement and National Mobilization Support

The Florida LEL program is funded by FDOT and NHTSA. The goal of the LEL program is to reduce traffic-related fatalities and injuries by working with law enforcement agencies across the state to increase safety belt use, reduce impaired driving, and encourage the implementation of other traffic safety initiatives. The LEL program sponsors a Florida Law Enforcement Liaison Traffic Safety Challenge to support the goal of preventing crashes and saving lives.

The Challenge is a formalized recognition program that recognizes law enforcement agencies for their traffic safety efforts, and promotes and recognizes law enforcement agencies for improving traffic safety by encouraging a multifaceted approach to create safer communities.

During the challenge, the participating law enforcement agencies are encouraged to increase the intensity of their enforcement efforts, upgrade traffic safety policies, educate personnel, participate in the three NHTSA traffic safety national enforcement waves (2 *Drive Sober or Get Pulled Over* and 1 *Click It or Ticket*), report activities to the LEL program, recognize outstanding officers, and enhance enforcement activities. This challenge is designed to recognize the top traffic safety initiatives that promote safe driving in Florida communities.

Research shows that an increase in a community's traffic enforcement results in decreased motor vehicle crashes, injuries, and fatalities. In fact, no other program or strategy works as well as HVE in making roads safer. LEL programs are a critical link between law enforcement and all traffic safety-related training and public information programs sponsored by FDOT and NHTSA.

Funding also is provided for national mobilization support and is used to purchase educational materials that will be used by law enforcement agencies for public outreach.

Media Support

Florida's paid media is designed to heighten traffic safety awareness and support enforcement efforts by aggressively marketing state and national traffic safety campaigns. Each media purchase is program-specific, and location and medium are selected based on number of expected impressions, geographic location of high-risk, statewide exposure benefits, available funding, and in-kind match. This focused approach to media supports education and enforcement activities around the state. Effective traffic safety media efforts will contribute to the reduction of serious injuries and fatalities throughout Florida.

Florida's paid media supports the following state education and public awareness campaigns:

- **Alert Today, Alive Tomorrow**—increases awareness of and compliance with pedestrian and bicycle laws.
- **Drink + Ride = Lose**—reminds motorcyclists of the risks, as well as physical, legal, and monetary costs associated with riding impaired.
- **Put It Down**—educates motorists to not drive distracted.
- **Railroad Safety**—alerts motorists to look for trains at railroad crossings.
- **Ride Smart**—encourages motorcyclists to not drink and ride, make themselves more visible, always wear a helmet, ride within personal and legal limits, train regularly, and obtain a motorcycle endorsement on their license.

- **Share the Road**—reminds motorists to look for and share the road with motorcyclists.
- **Stop Speeding Before It Stops You**—prompts motorists to slow down and not exceed speed limits.
- **Work Zone Safety**—advises motorists to drive safely in active work zones.

National traffic safety HVE and public awareness campaigns supported via the paid media include:

- **Drive Sober or Get Pulled Over**—increases awareness of and compliance with impaired driving laws and the consequences of failing to do so.
- **Click It or Ticket**—increases awareness of and compliance with safety belt use laws and the consequences of non-use.

COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

AGING ROAD USERS

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES

Florida is the third most populated state with 20 percent of our population over the age of 65. Today's older adults are living healthier and longer lives and are expected to outlive their ability to drive safely by 7 to 10 years, according to the American Automobile Association (AAA). As drivers age, safe driving skills can diminish, their traffic risks increase, and the impact on traffic safety can be substantial. Aging impacts vision, memory, physical strength, reaction time, and flexibility—all necessary skills for safe driving. Generally, older adults are safe drivers. They self-select off-peak (10:00 a.m. to 2:00 p.m.) driving times when risk is lower and are less likely to engage in risky behavior. However, they are at greater risk of injury or death when involved in a crash due to their age-related vulnerabilities.

The goal of Florida's Aging Road User Program is to improve the safety, access, and mobility of the state's 65+ population by reducing their fatalities and serious injuries, while maintaining their safe connection to the community. The program seeks to help older adults maintain their mobility independence beyond driving. 3HSP projects address aging road user safety from several angles and will enlist local agencies to address this important issue in their specific geographic areas.

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Provide law enforcement officers and front-line licensing personnel training, tools, and resources to recognize, assess, and report at-risk aging drivers.
- Develop and implement targeted outreach and communication strategies to increase awareness among older adults, families, health care providers, safety professionals, community partners, and the public about the safety, access, and mobility needs of aging road users and the resources available.
- Educate and train road users by developing and distributing resources and tools to support safe driving skills and encourage early planning to safely transition from driving.
- Promote partnerships and educate safety professionals at MPOs, regional planning councils, and local governments on the importance of addressing the special needs of the aging population in their transportation, land use, and housing plans.
- Create safer and more livable communities by providing access to features and services to meet the mobility needs of an aging population.

- Promote a broader range of safe transportation choices to better accommodate the need for safe, accessible, and affordable transportation that meets the needs of an aging population.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

Drivers ages 65+ are overrepresented in related fatalities, based on the Highway Safety Matrix. The FDOT State Safety Office has selected projects within the top 35 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero deaths.

NHTSA COUNTERMEASURE AND JUSTIFICATION

Although no countermeasures rated 3 stars or higher have been selected, countermeasures rated less than 3 stars have been included to work in combination with non 3HSP activities already being performed in Florida. These countermeasures allow us to more efficiently and effectively distribute information to the affected populations. These lower rated countermeasures are as follows:

- Older Drivers—Communications and Outreach
  Formal Courses for Older Drivers: CTW 2 Star Citation

- Older Drivers—Communications and Outreach
  General Communications and Education: CTW 1 Star Citation

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida's target for the number of fatal crashes is zero in FY 2024–2026.

- Florida's target for serious injuries is zero in FY 2024–2026.

ESTIMATED 3-YEAR FEDERAL FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$1,500,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, type of subrecipient, partnerships, Uniform Guidelines, and program assessment.

COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

COMMUNITY TRAFFIC SAFETY OUTREACH

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES

Florida's Community Traffic Safety Outreach Program includes CTSTs working throughout the state that focus on local projects to reduce crashes, serious injuries, and fatalities. By working together with interested citizens and other traffic safety advocates within their communities, the CTSTs help to solve local traffic safety problems and promote public awareness of traffic safety best practices through campaigns that educate drivers, motorcyclists, pedestrians, and bicyclists about the rules of the road.

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Develop and implement targeted outreach and communication strategies to promote driver education programs and educate teens, parents, caregivers, and other partners about Florida's Graduated Driver's License (GDL) laws and the resources available.
- Educate teens, parents, and caregivers about the safety issues and the traffic laws and regulations related to teen distracted driving.
- Educate teens, parents, and caregivers about the dangers of drowsy and impaired driving, the importance of safety belt use, and driver responsibilities when involved in a crash.
- Expand the network of concerned individuals to build recognition and awareness about traffic safety.
- Create safer communities through greater interaction of parents and caregivers in the teen driver license process by engaging caregivers during orientation events, parent groups, and other teen/caregiver-targeted functions.
- Provide resources to educate teen road users on how to safely use other modes of transportation, such as walking, bicycling, transit, micromobility, and shared or automated vehicles.
- Prioritize projects and initiatives providing a demonstrated reduction in teen driving crashes.
- Identify and support legislation to improve Florida's GDL laws.
- Pursue school policies that correlate teen safe driving behavior with student privileges.

- Expand Florida's Driver Education curriculum to be comprehensive in its promotion of proven teen driver safety practices and principles.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

The FDOT State Safety Office has selected projects within the top 35 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero deaths. This strategy is intended to decrease the number of fatalities and serious injuries through education and awareness.

NHTSA COUNTERMEASURE AND JUSTIFICATION

- Alcohol- and Drug-Impaired Driving—Prevention, Intervention, Communications, and Outreach
  Alternative Transportation: CTW 3 Star Citation

- Seat Belts and Child Restraints—Communications and Outreach
  Supporting Enforcement: CTW 5 Star Citation

- Seat Belts and Child Restraints—Communications and Outreach
  Strategies for Low-Belt-Use Groups: CTW 4 Star Citation

- Seat Belts and Child Restraints—Communications and Outreach
  Strategies for Older Children: CTW 3 Star Citation

- Seat Belts and Child Restraints—Communications and Outreach
  Strategies for Child Restraint & Booster Seat Use: CTW 3 Star Citation

- Speeding and Speed Management—Communications and Outreach
  Communications and Outreach Supporting Enforcement: CTW 3 Star Citation

- Motorcycle Safety—Alcohol Impairment
  Alcohol-Impaired Motorcyclists: Communications and Outreach: CTW 3 Star Citation

- Pedestrian Safety—All Pedestrians
  Conspicuity Enhancement: CTW 3 Star Citation

In addition to the countermeasures listed above, which are rated 3 or more stars and have been selected for their proven effectiveness in reducing crashes, countermeasures rated less than 3 stars have been included to work in combination with these higher rated countermeasures. These countermeasures allow us to more efficiently and effectively distribute information to the affected populations. These lower rated countermeasures are as follows:

- Alcohol- and Drug-Impaired Driving—Prevention, Intervention, Communications, and Outreach
  Responsible Beverage Service: CTW 2 Star Citation
- Alcohol- and Drug-Impaired Driving—Prevention, Intervention, Communications, and Outreach
  Designated Drivers: CTW 2 Star Citation
- Distracted Driving—Communications and Outreach
  Communications and Outreach on Distracted Driving: CTW 1 Star Citation
- Motorcycle Safety—Communications and Outreach
  Communications and Outreach: Conspicuity and Protective Clothing: CTW 1 Star Citation
- Motorcycle Safety—Communications and Outreach
  Communications and Outreach: Motorist Awareness of Motorcyclists: CTW 1 Star Citation
- Young Drivers—Driver Education
  Pre-Licensure Driver Education: CTW 2 Star Citation
- Young Drivers—Driver Education
  Post-Licensure or Second-Tier Driver Education: CTW 1 Star Citation
- Young Drivers—Parents
  Parental Role in Teaching and Managing Young Drivers: CTW 2 Star Citation
- Older Drivers—Communications and Outreach
  General Communications and Education: CTW 1 Star Citation
- Pedestrian Safety—Impaired Pedestrians
  Impaired Pedestrians: Communications and Outreach: CTW 2 Star Citation
- Bicycle Safety—Children
  Bicycle Safety Education for Children: CTW 2 Star Citation
- Bicycle Safety—Adults
  Bicycle Safety Education for Adult Cyclists: CTW 1 Star Citation
- Bicycle Safety—All Bicyclists
  Promote Bicycle Helmet Use With Education: CTW 2 Star Citation
- Bicycle Safety—Drivers and Bicyclists
  Share the Road Awareness Programs: CTW 2 Star Citation

- Drowsy Driving—Communications and Outreach
  Communications and Outreach on Drowsy Driving: CTW 1 Star Citation

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida's target for the number of fatal crashes is zero in FY 2024–2026.
- Florida's target for serious injuries is zero in FY 2024–2026.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$4,000,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.

COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

DISTRACTED DRIVING

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES

At 55 miles per hour (mph), a driver can travel the distance of a football field (with his or her eyes off the road) in the amount of time it takes to send a text. Distracted driving includes anything that takes the driver's attention away from the vital task of driving.

There are three types of distractions: manual, which is taking hands off the wheel; visual, or taking eyes off the road; and cognitive, which involves taking one's mind off driving. Discussions about distracted driving often center on cell phone use and texting, but other activities such as eating, talking to passengers, reading, adjusting the radio or climate controls, dealing with children, and being fatigued or drowsy can be equally distracting.

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Expand analysis of traffic records data related to distracted driving citations and crashes to identify and resolve inconsistencies or gaps in data.
- Develop and implement targeted outreach and communication strategies to increase understanding of the consequences related to distracted driving, riding, and walking.
- Educate and train beginning and experienced road users about distracted driving, riding, and walking by ensuring all course materials include specific content about distraction.
- Create safer communities by promoting a culture shift away from distracted driving through local leadership and resources.
- Provide law enforcement officers training, tools, and resources to detect and cite distracted road users, collect data, provide education in their community, and model good driving behavior.
- Conduct focused enforcement activities for distracted driving, riding, or walking using the most appropriate enforcement strategy.
- Identify and support legislation to enhance enforcement and penalties for use of smart devices while driving and promote supportive employer policies.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

The FDOT State Safety Office has selected projects within the top 35 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero deaths. This strategy is intended to decrease the number of fatalities and serious injuries through education and awareness and enhanced enforcement activities.

NHTSA COUNTERMEASURE AND JUSTIFICATION

- Distracted Driving—Communications and Outreach
  High-Visibility Cell Phone and Text Messaging Enforcement: CTW 4 Star Citation

In addition to the countermeasure listed above, which is rated 4 stars and has been selected for its proven effectiveness in reducing crashes, countermeasures rated less than 3 stars have been included to work in combination with this higher rated countermeasure. These countermeasures allow us to more efficiently and effectively distribute information to the affected populations. These lower rated countermeasures are as follows:

- Distracted Driving—Communications and Outreach
  Cell Phone and Text Messaging Laws: CTW 2 Star Citation
- Distracted Driving—Communications and Outreach
  General Driver Distraction Laws: CTW 1 Star Citation
- Distracted Driving—Communications and Outreach
  Communications and Outreach on Distracted Driving: CTW 1 Star Citation
- Distracted Driving—Communications and Outreach
  General Driver Drowsiness Laws: CTW 1 Star Citation
- Distracted Driving—Communications and Outreach
  Communications and Outreach on Drowsy Driving: CTW 1 Star Citation

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida's target for the number of distracted driver involved fatal crashes is zero in FY 2024–2026.
- Florida's target for distracted driver involved serious injuries is zero in FY 2024–2026.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$1,000,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.

COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

IMPAIRED DRIVING

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES

Impaired driving is involved in a little over one quarter of all motor vehicle fatalities in Florida. Defined as driving under the influence of alcohol and/or legal prescription and over the counter and/or illegal drugs, impaired driving is a complex social issue involving multiple areas of the criminal justice, health care, and education systems.

The problem is complicated by the growing number of impaired driving incidents involving legal and illegal drugs, which require a blood or urine test. The frequency of impaired driving crashes is highest between the hours of 8 p.m. and 3 a.m., and on weekends. Males between the ages of 21–54 continue to disproportionately lead in the number of serious injuries and fatalities in Florida.

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Achieve immediate gains through implementation of existing best practices and technologies, including use of tools such as ignition interlock devices.
- Combine targeted outreach and communication strategies with targeted HVE to increase public awareness of the consequences of impaired driving.
- Create safer communities by working with local stores, restaurants, bars, and event venues to promote responsible alcohol service.
- Create safer communities by promoting safer transportation choices that encourage alternatives to driving when impaired.
- Provide law enforcement officers, prosecutors, and the courts training, tools, and resources to detect, reduce, and/or prevent impaired driving.
- Prioritize projects providing a demonstrated reduction in repeat impaired driving, including targeted enforcement, effective prosecution, and improved screening, assessment, and treatment of substance abuse. Identify and support legislation and policies to enhance penalties, expand diversion and treatment programs, and improve procedures related to collecting evidence of impairment.
- Promote the analysis, distribution, and use of quality data by improving data collection related to alcohol and drug impairment and closing data gaps through better data integration and processes.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

Fatalities in crashes involving impaired drivers represent one third of all total motor vehicle fatalities. The FDOT State Safety Office has selected projects within the top 35 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero deaths.

NHTSA COUNTERMEASURE AND JUSTIFICATION

- Alcohol- and Drug-Impaired Driving—Deterrence: Enforcement
  Publicized Sobriety Checkpoints: CTW 5 Star Citation
- Alcohol- and Drug-Impaired Driving—Deterrence: Enforcement
  High-Visibility Saturation Patrols: CTW 4 Star Citation
- Alcohol- and Drug-Impaired Driving—Deterrence: Enforcement
  Breath Test Devices: CTW 4 Star Citation
- Alcohol- and Drug-Impaired Driving—Deterrence: Prosecution and Adjudication
  Driving While Intoxicated Courts: CTW 4 Star Citation
- Alcohol- and Drug-Impaired Driving—Prevention, Intervention, Communications, and Outreach
  Mass Media Campaigns: CTW 3 Star Citation
- Alcohol- and Drug-Impaired Driving—Prevention, Intervention, Communications, and Outreach
  Alternative Transportation: CTW 3 Star Citation
- Alcohol- and Drug-Impaired Driving—Underage Drinking and Drinking and Driving
  Minimum Legal Drinking Age 21 Laws: CTW 5 Star Citation
- Alcohol- and Drug-Impaired Driving—Underage Drinking and Drinking and Driving
  Zero-Tolerance Law Enforcement: CTW 3 Star Citation
- Alcohol- and Drug-Impaired Driving—Underage Drinking and Drinking and Driving
  Enforcement of Drug-Impaired Driving: CTW 3 Star Citation

In addition to the countermeasures listed above, which are rated 3 or more stars and have been selected for their proven effectiveness in reducing crashes, countermeasures rated less than 3 stars have been included to work in combination with these higher rated. These countermeasures allow us to more efficiently and effectively distribute information to the affected populations. The inclusion of these countermeasure strategies is also consistent with feedback obtained from NHTSA in their most recent assessment of the Impaired Driving Program. These lower rated countermeasures are as follows:

- Alcohol- and Drug-Impaired Driving—Deterrence
  Prosecution and Adjudication Sanctions: CTW 2 Star Citation
- Alcohol- and Drug-Impaired Driving—Prevention, Intervention, Communications, and Outreach
  Responsible Beverage Service: CTW 2 Star Citation
- Alcohol- and Drug-Impaired Driving—Prevention, Intervention, Communications, and Outreach
  Designated Drivers: CTW 2 Star Citation
- Alcohol- and Drug-Impaired Driving—Underage Drinking and Drinking and Driving
  Youth Programs: CTW 2 Star Citation

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida's target for the number of impaired driver-involved fatal crashes is zero in FY 2024–2026.
- Florida's target for impaired driver-involved serious injuries is zero in FY 2024–2026.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$1,000,000
NHTSA 405(d) Funds	$12,000,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.

COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

MOTORCYCLE SAFETY

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES

More Floridians ride motorcycles and motor scooters than ever before, with riders coming from every age and demographic group. Florida's sunny weather, beautiful beaches, and scenic highways make it a popular place for motorcycle enthusiasts. Higher gas prices and reduced parking continue to make motorcycles and motor scooters a more attractive transportation choice.

Florida has more than 1.3 million drivers with motorcycle endorsements and approximately 626,000 registered motorcycles. Motorcycles and motor scooters represented about three percent of registered motor vehicles, and less than one percent of traffic on Florida's roadways, yet represents an average of 19 percent of Florida's annual traffic fatalities.

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Develop and implement targeted outreach and communication strategies to promote safe riding behaviors, especially among aging riders, young riders, and motor scooter riders, as well as to improve motorists' awareness of how to safely share the road with motorcycles and motor scooters.
- Educate and train beginning and experienced motorcycle riders to maintain adequate riding skills and encourage defensive riding.
- Provide law enforcement officers training, tools, and resources to encourage zero tolerance for aggressive motorcycle and motor scooter activities and riding without an endorsement.
- Advance targeted strategies for emergency responders and healthcare providers on motorcycle and motor scooter crash trauma that include responder training and education on proper helmet removal.
- Promote the collection and linkage of quality crash, injury, licensing, violation, and registration data for analysis to identify high-risk locations and behaviors related to motorcycle and motor scooter fatal and serious injury crashes.
- Identify and support legislation and policies that acknowledge the importance of safety gear, including helmets, and address penalties for riding without an endorsement as well as behaviors such as speeding and/or careless driving.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

Motorcyclists are overrepresented in serious injuries and fatalities. The FDOT State Safety Office has selected projects within the top 35 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero deaths.

NHTSA COUNTERMEASURE AND JUSTIFICATION

- Motorcycle Safety—Alcohol Impairment
  Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions: CTW 3 Star Citation

In addition to the countermeasure listed above, which is rated 3 stars and has been selected for its proven effectiveness in reducing crashes, countermeasures rated less than 3 stars have been included to work in combination with this higher rated countermeasure. These countermeasures allow us to more efficiently and effectively distribute information to the affected populations. These lower rated countermeasures are as follows:

- Motorcycle Safety—Motorcycle Helmets
  Motorcycle Helmet Use Promotion Programs: CTW 1 Star Citation
- Motorcycle Safety—Alcohol Impairment
  Alcohol-Impaired Motorcyclists: Communications and Outreach: CTW 1 Star Citation
- Motorcycle Safety—Motorcycle Rider Licensing and Training
  Motorcycle Rider Licensing: CTW 1 Star Citation
- Motorcycle Safety—Motorcycle Rider Licensing and Training
  Motorcycle Rider Training: CTW 2 Star Citation
- Motorcycle Safety—Communications and Outreach
  Communications and Outreach: Conspicuity and Protective Clothing: CTW 1 Star Citation
- Motorcycle Safety—Communications and Outreach
  Communications and Outreach: Motorist Awareness of Motorcyclists: CTW 1 Star Citation

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida's target for the number of motorcyclists involved in fatal crashes is zero in FY 2024–2026.
- Florida's target for motorcyclist driver-involved serious injuries is zero in FY 2024–2026.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$7,500,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.

COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

OCCUPANT PROTECTION AND CHILD PASSENGER SAFETY

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES

According to NHTSA, in 2020, there were 10,893 unrestrained and improperly restrained passenger vehicle occupants killed in crashes in the United States. Among young adults 18 to 34 killed while riding in passenger vehicles in 2020, more than half (60 percent) were completely unrestrained.

Safety belts and age-appropriate child safety seats, when used properly, keep vehicle occupants in their seats during a crash and spread the crash forces across the stronger parts of the body, which helps to prevent fatalities and serious injuries.

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Develop and implement outreach and communication strategies focused on the demographics with low safety belt and child restraint use.
- Create safer communities by providing occupant protection, child passenger safety, and unattended passenger training, materials, resources, and child safety seat checks to all areas of the state and at-risk populations.
- Provide law enforcement officers training, tools, and resources to increase compliance with occupant protection and child passenger safety laws, including unattended passenger laws, and increase seat belt use among officers.
- Combine focused HVE with focused outreach and communication strategies to increase public awareness of the consequences of riding unrestrained.
- Identify and support legislation to require all passengers in all seating positions to be properly restrained, including occupants of pickup trucks or flatbed vehicles and the correct child restraint seats for the correct amount of time.
- Identify and support legislation or policies that require completion of a mandatory diversion program for first-time offenders of the child restraint law.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

The FDOT State Safety Office has selected projects within the top 35 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero deaths. This strategy is intended to decrease unattended passenger and unrestrained passenger vehicle occupant fatalities and serious injuries in all seating positions.

NHTSA COUNTERMEASURE AND JUSTIFICATION

- Seat Belts and Child Restraints—Seat Belt Use Laws
  State Primary Enforcement Seat Belt Use Laws: CTW 5 Star Citation
- Seat Belts and Child Restraints—Seat Belt Law Enforcement
  Short-Term, High-Visibility Seat Belt Law Enforcement: CTW 5 Star Citation
- Seat Belts and Child Restraints—Seat Belt Law Enforcement
  Integrated Nighttime Seat Belt Enforcement: CTW 4 Star Citation
- Seat Belts and Child Restraints—Seat Belt Law Enforcement
  Sustained Enforcement: CTW 3 Star Citation
- Seat Belts and Child Restraints—Communications and Outreach
  Supporting Enforcement: CTW 5 Star Citation
- Seat Belts and Child Restraints—Communications and Outreach
  Strategies for Low-Belt-Use Groups: CTW 4 Star Citation
- Seat Belts and Child Restraints—Child/Youth Occupant Restraint Laws
  Strengthening Child/Youth Occupant Restraint Laws: CTW 5 Star Citation
- Seat Belts and Child Restraints—Child Restraint/Booster Seat Law Enforcement
  Short-Term High-Visibility Child Restraint/Booster Law Enforcement: CTW 5 Star Citation
- Seat Belts and Child Restraints—Communications and Outreach
  Strategies for Older Children: CTW 3 Star Citation
- Seat Belts and Child Restraints—Communications and Outreach
  Strategies for Child Restraint and Booster Seat Use: CTW 3 Star Citation
- Seat Belts and Child Restraints—Other Strategies
  Inspection Stations: CTW 3 Star Citation

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

Florida's target for the number of unrestrained passengers in fatal crashes is zero in FY 2024–2026.

Florida's target for the number of unrestrained passengers in serious injury crashes is zero in FY 2024–2026.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$7,500,000
NHTSA 405(b) Funds	$3,000,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.

COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

PAID MEDIA

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES

Florida is proposing many new and sustained educational and enforcement projects in this HSP that will contribute toward its overall target of zero fatalities. Research clearly shows that the cornerstone of any successful traffic safety program is HVE supported by an enforcement themed communications campaign. Based on this data, it is imperative to include comprehensive enforcement themed communications to achieve quantifiable reductions in overall traffic related fatalities and serious injuries.

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Develop and implement targeted outreach and communications strategies to improve road users' awareness of safety issues, including sharing the road with other users, driver responsibilities when involved in a crash, as well as their understanding of roadside and in-vehicle technologies, best practices, and other safety countermeasures.
- Educate and train beginning and experienced road users to improve driving and riding skills and understand traffic laws.
- Develop and implement clear, consistent, and context-sensitive targeted outreach and communication strategies about pedestrian and bicyclist safety to all roadway users.
- Develop and implement targeted outreach and communication strategies to increase awareness among older adults, families, health care providers, safety professionals, community partners, and the public about the safety, access, and mobility needs of aging road users and the resources available.
- Develop and implement targeted outreach and communication strategies to promote safe riding behaviors, especially among aging riders, young riders, and motor scooter riders, as well as to improve motorists' awareness of how to safely share the road with motorcycles and motor scooters.
- Develop and implement targeted outreach and communication strategies to promote driver education programs and educate teens, parents, caregivers, and other partners about Florida's GDL laws and the resources available.
- Educate teens, parents and caregivers about the safety issues and the traffic laws and regulations related to teen distracted driving.

- Educate teens, parents, and caregivers about the dangers of drowsy and impaired driving, the importance of safety belt use, and driver responsibilities when involved in a crash.
- Combine targeted outreach and communication strategies with targeted HVE to increase public awareness of the consequences of impaired driving.
- Develop and implement outreach and communication strategies focused on the demographics with low safety belt and child restraint use.
- Combine focused HVE with focused outreach and communication strategies to increase public awareness of the consequences of riding unrestrained.
- Develop and implement community-based outreach and communication strategies to educate beginning and experienced road users about the impact of speeding on crash severity, consequences of driving aggressively, and how to avoid aggressive drivers.
- Develop and implement targeted outreach and communication strategies to increase understanding of the consequences related to distracted driving, riding, and walking.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

The FDOT State Safety Office has selected projects within the top 35 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero deaths. Paid media advertising can be a powerful tool when used in conjunction with other known effective countermeasures.

NHTSA COUNTERMEASURE AND JUSTIFICATION

- Alcohol- and Drug-Impaired Driving—Prevention, Intervention, Communications, and Outreach
  Mass Media Campaigns: CTW 3 Star Citation
- Seat Belts and Child Restraints—Communications and Outreach
  Supporting Enforcement: CTW 5 Star Citation
- Seat Belts and Child Restraints—Communications and Outreach
  Strategies for Older Children: CTW 3 Star Citation
- Seat Belts and Child Restraints—Communications and Outreach
  Strategies for Child Restraint and Booster Seat Use: CTW 3 Star Citation

In addition to the countermeasures listed above, which are rated 3 or more stars and have been selected for their proven effectiveness in reducing crashes, countermeasures rated less than 3 stars have been included

to work in combination with these higher rated countermeasures. These countermeasures allow us to more efficiently and effectively distribute information to the affected population. These lower rated countermeasures are as follows:

- Distracted Driving—Communications and Outreach
  Communications and Outreach on Distracted Driving: CTW 1 Star Citation
- Motorcycle Safety—Communications and Outreach
  Communications and Outreach: Conspicuity and Protective Clothing: CTW 1 Star Citation
- Pedestrian Safety—Impaired Pedestrians
  Communications and Outreach: CTW 2 Star Citation
- Bicycle Safety—Driver and Bicyclists
  Share the Road Awareness Programs: CTW 2 Star Citation
- Drowsy Driving—Communications and Outreach
  Communications and Outreach on Drowsy Driving: CTW 1 Star Citation

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida's target for the number of fatal crashes is zero in FY 2024–2026.
- Florida's target for serious injuries is zero in FY 2024–2026.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$10,500,000
NHTSA 405(b) Funds	$6,000,000
NHTSA 405(d) Funds	$15,000,000
NHTSA 405(f) Funds	$900,000
NHTSA 405(h) Funds	$6,000,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.

COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

PEDESTRIAN AND BICYCLE SAFETY

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES

In Florida, more people are walking and biking than ever before. Whether the trip is to and from work or school, as a source of exercise, or for recreation, it is important that each person arrive at their destination safely. Pedestrians and bicyclists do not have safety belts or airbags to protect them which leaves them more vulnerable to fatal and serious injuries when they come into conflict with a motor vehicle. There are several key factors involved in these crashes.

Approximately 50 percent of traffic crashes resulting in pedestrian and bicyclist fatalities occur during dark or dusk hours. Another major factor in these crashes is failure to yield the right-of-way on the part of motorists, pedestrians, and bicyclists. Other contributing factors include driver speed, impairment, and distractions. Pedestrians often cross outside of crosswalks or fail to obey the pedestrian signal. Bicyclists sometimes ride against traffic or fail to use proper protective gear when riding. In fact, more than 40 percent of bicyclist fatalities are related to traumatic brain injury involving a cyclist who was not wearing a helmet, or who wore a helmet improperly.

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Develop and deploy engineering solutions and best practices to support and encourage safe walking and bicycling such as refuge islands, walkways, pedestrian crossing islands, road diets, separated bike lanes, leading pedestrian intervals, median channelization, marking enhancement, lighting, and innovative signals and beacons.
- Develop and implement clear, consistent, and context-sensitive targeted outreach and communication strategies about pedestrian and bicyclist safety to all roadway users.
- Educate and train state and local planners, designers, engineers, and law enforcement staff on the benefits of including pedestrian and bicyclist safety in the planning stages of all relevant transportation projects.
- Include safety issues and compliance with traffic laws and regulations related to pedestrians and bicyclists in all driver training courses to educate beginning and experienced road users about these VRUs.
- Provide law enforcement officers training, tools, and resources to enforce laws that support safety for pedestrians and bicyclists.

- Advance targeted strategies for emergency response to crashes by improving medical response protocols specific to key injuries sustained by pedestrians and bicyclists.
- Promote the collection, analysis, distribution, and use of quality data and tools to guide, enhance, and evaluate transportation-related decision making at the state, regional, and local levels to reduce pedestrian and bicyclist fatalities and serious injuries.
- Develop and test technologies that can improve bicyclist and pedestrian safety.
- Reduce disparities in transportation safety risks by ensuring that all transportation projects provide safety, mobility, and accessibility to all road users, regardless of age or ability.
- Create safer communities with urban and rural built environments that support and encourage safe walking and biking.
- Prioritize projects providing a demonstrated safety benefit and accessibility for people walking and biking through all phases of relevant state and local transportation projects.
- Identify and support state and local legislation and policies that clarify the responsibilities of users and support safe travel behavior.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

The FDOT State Safety Office has selected projects within the top 35 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero deaths. This strategy is intended to decrease bicyclist and pedestrian fatalities and serious injuries.

NHTSA COUNTERMEASURE AND JUSTIFICATION

- Pedestrian Safety—All Pedestrians
  Reduce and Enforce Speed Limits: CTW 3 Star Citation
- Pedestrian Safety—All Pedestrians
  Conspicuity Enhancement: CTW 3 Star Citation
- Pedestrian Safety—All Pedestrians
  Enforcement Strategies: CTW 3 Star Citation
- Bicycle Safety—Adults
  Lighting and Rider Conspicuity: CTW 3 Star Citation

In addition to the countermeasures listed above, which are rated 3 or more stars and have been selected for their proven effectiveness in reducing crashes, countermeasures rated less than 3 stars have been included to work in combination with these higher rated countermeasures. These countermeasures allow us to more efficiently and effectively distribute information to the affected populations. The inclusion of these countermeasure strategies is also consistent with feedback obtained from NHTSA in their most recent report assessment of the Pedestrian and Bicyclist Safety Program. These lower rated countermeasures are as follows:

- Pedestrian Safety—Impaired Pedestrians
  Impaired Pedestrians: Communications and Outreach: CTW 2 Star Citation
- Pedestrian Safety—All Pedestrians
  University Educational Campaign: CTW 1 Star Citation
- Bicycle Safety—Children
  Bicycle Safety Education for Children: CTW 2 Star Citation
- Bicycle Safety—Adults
  Bicycle Safety Education for Adult Cyclists: CTW 1 Star Citation
- Bicycle Safety—All Bicyclists
  Promote Bicycle Helmet Use With Education: CTW 2 Star Citation
- Bicycle Safety—All Bicyclists
  Enforcement Strategies: CTW 1 Star Citation
- Bicycle Safety—All Bicyclists
  Motorist Passing Bicyclist Laws: CTW 1 Star Citation
- Bicycle Safety—All Bicyclists
  Training: CTW 2 Star Citation
- Bicycle Safety—Drivers and Bicyclists
  Share the Road Awareness Programs: CTW 2 Star Citation

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida’s target for the number of fatal crashes is zero in FY 2024–2026.
- Florida’s target for serious injuries is zero in FY 2024–2026.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$4,500,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.

COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

POLICE TRAFFIC SERVICES—LEL

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES

Florida, along with NHTSA, sees active involvement of law enforcement as a key element in the creation of safer highways. In NHTSA's CTW Work Guide, HVE and other traffic enforcement strategies are listed as evidence-based countermeasures in all nine of the highway safety program areas: Alcohol- and Drug-Impaired Driving, Safety Belts and Child Restraints, Speeding and Speed Management, Distracted and Drowsy Driving, Motorcycle Safety, Young Drivers, Older Drivers, Pedestrian Safety, and Bicycle Safety.

In order to have the greatest impact on traffic safety, the entire system must work together, and an especially important part of the system is law enforcement. Together, FHP, sheriffs' offices, police departments, and state agencies conduct focused and high-visibility operations, creating the voluntary compliance that is necessary for safer roadways. However, traffic safety is one of many priorities that local law enforcement agencies must address.

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Educate and train current and new safety professionals, including planning, engineering, law enforcement, emergency response, elected officials, and other personnel, on best practices as well as new and innovative countermeasures.
- Provide law enforcement officers training, tools, and resources concerning new or recent laws and regulations; new programs, equipment, and technologies; and best practices.
- Conduct focused enforcement and education activities in high-crash locations involving high-risk driving behaviors to increase compliance.
- Implement proven and innovative strategies for enforcement and traffic operations personnel to clear vehicles and manage and restore traffic flow at the scene of a crash with emphasis on avoiding secondary crashes.
- Promote the collection, analysis, distribution, and use of quality and timely crash data so state, regional, and local stakeholders can make appropriate and timely decisions on reducing and responding to crashes.
- Enhance the expertise and skills of transportation, enforcement, emergency response, and other agency safety staff regarding challenges and countermeasures, particularly new technologies and data.

- Conduct focused enforcement activities by using data to identify high-crash intersections, including key times and days for each intersection.
- Provide law enforcement officers training, tools, and resources to enforce laws that support safety for pedestrians and bicyclists.
- Provide law enforcement officers and front-line licensing personnel training, tools, and resources to recognize, assess, and report at-risk aging drivers.
- Provide law enforcement officers training, tools, and resources to encourage zero tolerance for aggressive motorcycle and motor scooters activities and riding without an endorsement.
- Provide law enforcement officers training, tools, and resources on Florida's GDL and distracted driving laws, and high-risk behaviors associated with teen drivers.
- Provide law enforcement officers, prosecutors, and the courts training, tools, and resources to detect, reduce, and/or prevent impaired driving.
- Provide law enforcement officers training, tools, and resources to increase compliance with occupant protection and child passenger safety laws and increase seat belt use among officers.
- Combine focused HVE with focused outreach and communication strategies to increase public awareness of the consequences of riding unrestrained.
- Conduct focused enforcement activities of speeding and aggressive driving laws at high-risk locations.
- Provide law enforcement officers training, tools, and resources to detect and cite distracted road users, collect data, provide education in their community, and model good driving behavior.
- Conduct focused enforcement activities for distracted driving, riding, or walking using the most appropriate enforcement strategy.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

The FDOT State Safety Office has selected projects within the top 35 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero deaths. This strategy is intended to reduce traffic-related fatalities and serious injuries by working with law enforcement agencies across the state to increase safety belt use, reduce impaired driving, and encourage the implementation of other traffic safety initiatives.

NHTSA COUNTERMEASURE AND JUSTIFICATION

While the NHTSA CTW guide does not explicitly address LEL Programs, NHTSA's Enforcement and Justice Services work to reduce deaths and injuries by providing education, guidance, and toolkits for improving driver behavior and attitude. The Florida LEL Program mirrors the NHTSA model by providing a dedicated outlet for advice, resources, and educational opportunities to Florida's over 350 law enforcement agencies. In addition, the Florida LEL program seeks to acknowledge the professional behaviors and attitudes of our traffic safety professionals and strives to maintain enforcement efforts by acknowledging outstanding enforcement efforts in a social climate that can be challenging for law enforcement.

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida's target for the number of fatal crashes is zero in FY 2024–2026.
- Florida's target for serious injuries is zero in FY 2024–2026.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$4,500,000
NHTSA 405(d) Funds	$300,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.

COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

PUBLIC TRAFFIC SAFETY PROFESSIONALS TRAINING

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES

Law enforcement is a critical partner in the pursuit of highway safety. Police officers, sheriff deputies, state law enforcement officers, and other traffic safety partners must be able to accurately investigate traffic crashes, assist safety stakeholders in identifying dangerous driving behaviors and conditions, proactively enforce traffic laws to reduce crashes, and effectively support traffic safety law adjudication. This program area provides selected traffic safety training opportunities to traffic safety professionals based upon needs identified throughout the state.

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Educate and train current and new safety professionals, including planning, engineering, law enforcement, emergency response, elected officials, and other personnel, on best practices as well as new and innovative countermeasures.
- Provide law enforcement officers training, tools, and resources concerning new or recent laws and regulations; new programs, equipment, and technologies; and best practices.
- Enhance the expertise and skills of transportation, enforcement, emergency response, and other agency safety staff regarding challenges and countermeasures, particularly new technologies and data.
- Educate and train state and local planners, designers, engineers, and law enforcement staff on the benefits of including pedestrian and bicyclist safety in the planning stages of all relevant transportation projects.
- Provide law enforcement officers training, tools, and resources to enforce laws that support safety for pedestrians and bicyclists.
- Provide law enforcement officers and front-line licensing personnel training, tools, and resources to recognize, assess, and report at-risk aging drivers.
- Provide law enforcement officers training, tools, and resources to encourage zero tolerance for aggressive motorcycle and motor scooters activities and riding without an endorsement.

- Advance targeted strategies for emergency responders and healthcare providers on motorcycle and motor scooter crash trauma that include responder training and education on proper helmet removal.
- Educate and train first responders in coordination protocols and proper response to large scale, multi-vehicle crashes.
- Provide law enforcement officers training, tools, and resources on Florida's GDL and distracted driving laws, and high-risk behaviors associated with teen drivers.
- Provide law enforcement officers, prosecutors, and the courts training, tools, and resources to detect, reduce, and/or prevent impaired driving.
- Provide law enforcement officers training, tools, and resources to increase compliance with occupant protection and child passenger safety laws and increase seat belt use among officers.
- Provide law enforcement officers training, tools, and resources to detect and cite distracted road users, collect data, provide education in their community, and model good driving behavior.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

The FDOT State Safety Office has selected projects within the top 35 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero deaths. This strategy is intended to provide current and appropriate training for Florida's traffic safety professionals helps to ensure Florida's traffic safety laws are enforced and penalties are adjudicated with optimal efficacy.

NHTSA COUNTERMEASURE AND JUSTIFICATION

While the NHTSA CTW guide does not explicitly identify Public Traffic Safety Professionals Training, U.S. DOT and NHTSA reinforce the importance of training for traffic safety professionals in their contracts with the Transportation Safety Institute and created Pedestrian Safety for Law Enforcement courses. Using these examples as supported and proven methods for improving traffic safety, the FDOT State Safety Office provides subgrants to ensure excellence in the education of impaired driving enforcement and prosecution, pedestrian and bicycle laws, traffic crash investigation and documentation, homicide investigation, motor unit instruction, and speed measurement, to Florida traffic safety professionals.

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida's target for the number of fatal crashes is zero in FY 2024–2026.
- Florida's target for serious injuries is zero in FY 2024–2026.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$3,000,000
NHTSA 405(d) Funds	$4,500,000
NHTSA 405(h) Funds	$1,200,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.

COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

SPEEDING AND AGGRESSIVE DRIVING

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES

The chances of dying in a crash double for every 10 mph a car travels above 50 mph. Speeding reduces the time a driver has to react to a dangerous situation and increases the impact energy and risk of death in the event of a crash.

According to the National Safety Council, if a car is traveling at 30 mph and accelerates to 60 mph, the amount of energy upon impact is four times greater. That impact ripples across the three types of collisions that are part of a crash: the vehicle collision when the car hits another vehicle or object, the human collision when the people in the car hit the interior of the vehicle or another occupant, and the internal collision when organs in the body collide with the body's skeleton or other organs.

A crash is considered to be speed-related when a driver is driving too fast for conditions or exceeding the posted speed limit. Speeding is part of the overall problem of aggressive driving, which can also involve following too closely, refusing to yield the right-of-way, running red lights, weaving in and out of traffic, and passing improperly. In addition to the effects on reaction time and impact, speeding reduces a driver's ability to steer safely around other vehicles, curves, or objects in the roadway, extends the distance necessary to stop a vehicle, and increases the distance a vehicle travels before a hazard is noticed. While quieter, better designed cars and smoother and wider roadways can contribute to the speed problem, driver attitudes and cultural norms are ultimately the major factor in decisions to speed.

To combat this, local law enforcement must conduct sustained highly visible enforcement of speed limits and educate their communities about the safety implications of excessive speed and aggressive driving. To aid local enforcement agencies in these efforts, Florida's speed/aggressive driving projects provide agencies with resources for overtime enforcement. Enforcement may include the use of Radar, Visual Average Speed Computer And Recorder (VASCAR), Light Detection and Ranging (LiDAR), and other speed enforcement methods.

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Provide law enforcement officers training, tools, and resources concerning new or recent laws and regulations; new programs, equipment, and technologies; and best practices.
- Conduct focused enforcement and education activities in high-crash locations involving high-risk driving behaviors to increase compliance.

- Develop and implement community-based outreach and communication strategies to educate beginning and experienced road users about the impact of speeding on crash severity, consequences of driving aggressively, and how to avoid aggressive drivers.

- Conduct focused enforcement activities of speeding and aggressive driving laws at high-risk locations.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

The FDOT State Safety Office has selected projects within the top 35 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero deaths. This strategy is intended to provide services to those areas of the state that represent the highest number of crashes, serious injuries, and fatalities, and also provide statewide resources to those areas that may not be a local funding priority, but will also reduce serious injuries and fatalities in the less concentrated areas of focus and provide widespread traffic safety behavioral improvements.

NHTSA COUNTERMEASURE AND JUSTIFICATION

- Speed and Speed Management—Enforcement
  Communications and Outreach Supporting Enforcement: CTW 3 Star Citation

In addition to the countermeasure listed above, which is rated 3 stars and has been selected for its proven effectiveness in reducing crashes, countermeasures rated less than 3 stars have been included to work in combination with this higher rated countermeasure and allow us to broaden enforcement efforts. These lower rated countermeasures are as follows:

- Speed and Speed Management—Enforcement
  HVE: CTW 2 Star Citation

- Speed and Speed Management—Enforcement
  Other Enforcement Methods: CTW 2 Star Citation

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida's target for the number of fatal crashes is zero in FY 2024–2026.

- Florida's target for serious injuries is zero in FY 2024–2026.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$10,900,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.

COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

TEEN DRIVER SAFETY

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES

As any parent knows, handing the car keys to their new young driver is a proud yet terrifying experience. Florida has over 800,000 registered teen drivers, age 15 to 19. Teen drivers are involved in approximately 85,000 crashes resulting in over 200 fatalities and 2,000 serious injuries each year. Nationally, drivers aged 16 and 17 have the highest crash rates of any age group.

Teen drivers do not have years of experience in recognizing and avoiding dangerous situations. The Centers for Disease Control and Prevention finds that teens often engage in risky behaviors. In one-third of the fatalities and serious injuries involving teen drivers in crashes, safety belts were not worn. Teens are more likely to underestimate dangerous situations, speed, and allow shorter distances between vehicles.

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Educate and train beginning and experienced road users to improve driving and riding skills and understand traffic laws.
- Conduct focused enforcement and education activities in high-crash locations involving high-risk driving behaviors to increase compliance.
- Develop and implement targeted outreach and communication strategies to promote driver education programs and educate teens, parents, caregivers, and other partners about Florida's GDL laws and the resources available.
- Educate teens, parents and caregivers about the safety issues and the traffic laws and regulations related to teen distracted driving.
- Educate teens, parents, and caregivers about the dangers of drowsy and impaired driving, the importance of safety belt use, and driver responsibilities when involved in a crash.
- Provide law enforcement officers training, tools, and resources on Florida's GDL and distracted driving laws, and high-risk behaviors associated with teen drivers.
- Create safer communities through greater interaction of parents and caregivers in the teen driver license process by engaging caregivers during orientation events, parent groups, and other teen/caregiver-targeted functions.

- Provide resources to educate teen road users on how to safely use other modes of transportation, such as walking, bicycling, transit, micromobility, and shared or automated vehicles.
- Prioritize projects and initiatives providing a demonstrated reduction in teen driving crashes.
- Pursue school policies that correlate teen safe driving behavior with student privileges.
- Expand Florida's Driver Education curriculum to be comprehensive in its promotion of proven teen driver safety practices and principles.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

The FDOT State Safety Office has selected projects within the top 35 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero deaths. Drivers 20 and younger are overrepresented in fatalities.

NHTSA COUNTERMEASURE AND JUSTIFICATION

- Young Drivers—Driver Education
  Enforcement of GDL and Zero-Tolerance Laws: CTW 3 Star Citation

In addition to the countermeasure listed above, which is rated 3 stars and has been selected for its proven effectiveness in reducing crashes, countermeasures rated less than 3 stars have been included to work in combination with this higher rated countermeasure and allow us to support existing Florida policies and programs related to driver education. These lower rated countermeasures are as follows:

- Young Drivers—Driver Education
  Pre-Licensure Driver Education: CTW 2 Star Citation
- Young Drivers—Driver Education
  Post-Licensure or Second-Tier Driver Education: CTW 1 Star Citation
- Young Drivers—Driver Education
  Parental Role in Teaching and Managing Young Drivers: CTW 2 Star Citation

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida's target for the number of teen driver involved fatal crashes is zero in FY 2024–2026.
- Florida's target for the number of teen driver involved serious injuries is zero in FY 2024–2026.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$4,500,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.

COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

TRAFFIC RECORDS

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES

Data is the foundation of any effort to improve traffic safety. Using data to identify safety challenges creates an evidence-based safety planning process and results in better decision making.

A traffic records system consists of data about a state's roadway network and the people and vehicles that use it. The six traffic records categories are: crash, vehicle, driver, roadway, citation/adjudication, and emergency medical services/injury surveillance. The data from these categories are used to understand driver demographics, licensure, behavior, and sanctions, vehicle types, configurations, and usage, engineering, education, and enforcement measures, crash-related medical issues, and actions, and how all these factors affect highway safety.

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Promote the collection, analysis, distribution, and use of quality and timely crash data so state, regional, and local stakeholders can make appropriate and timely decisions on reducing and responding to crashes.
- Expand data collection and analysis to address emerging trends and risks, such as micromobility and e-commerce (i.e., impact of on-line shopping and goods delivery).
- Improve data analysis tools and methodologies and strengthen business intelligence capabilities among traffic safety partners.
- Identify high-risk locations and behaviors related to fatal and serious injury crashes through a systematic approach.
- Develop analysis tools, visualization approaches, and dashboards to turn information into useable knowledge that meets the needs of users and decision-makers.
- Improve data analysis tools and methodologies by facilitating a fully integrated traffic records data system with up-to-date and consistent data dictionaries and data elements that incorporates all roads.
- Improve data collection and analysis efforts through training and education of law enforcement officers regarding accuracy and detail of crash report information.

- Augment analysis of traffic records with broader data on community context, land use, demographics, and public health.
- Expand data collection and analysis to incorporate emerging mobility options such as micromobility and connected and automated vehicles, as well as real-time data sources.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

The FDOT State Safety Office has selected projects within the top 35 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero deaths. This strategy is intended to support the state's traffic records goals for coordination, data quality, integration, accessibility, and utilization along with cost effectiveness.

NHTSA COUNTERMEASURE AND JUSTIFICATION

While the NHTSA CTW guide does not provide proven strategies for traffic data improvement, the FDOT State Safety Office has identified this strategy to improve accuracy, completeness, uniformity, timeliness, integration, and accessibility of Florida's traffic data and data systems.

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida's target for the number of fatal crashes is zero in FY 2024–2026.
- Florida's target for serious injuries is zero in FY 2024–2026.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$3,000,000
NHTSA 405(c) Funds	$9,000,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.

COUNTERMEASURE STRATEGY FOR PROGRAMMING FUNDS

WORK ZONE SAFETY

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES

Work zones may be frustrating to many drivers, but they are essential to ensure Florida's roadways, bridges, medians, and shoulders are properly constructed and maintained. A work zone is an area set up by state and local DOTs or utility companies to facilitate safe highway construction, maintenance, or utility-work activities. Work zones are usually marked by signs, channeling devices, barriers, pavement markings, and/or work vehicles, and may be monitored by state or local law enforcement.

While work zone fatalities make up less than five percent of serious injuries and fatalities, the safe and efficient flow of traffic through work zones is an ongoing priority for Florida's transportation and safety planners. A focus on work zone safety is critical because plans for investment in maintaining existing roads and bridges and building or expanding roadways to meet the growing capacity needs of the state's transportation system create more work zones across the state.

LIST OF FOCUSED STRATEGIES FROM FLORIDA'S SHSP

- Develop and implement targeted outreach and communications strategies to improve road users' awareness of safety issues, including sharing the road with other users, driver responsibilities when involved in a crash, as well as their understanding of roadside and in-vehicle technologies, best practices, and other safety countermeasures.
- Provide law enforcement officers training, tools, and resources concerning new or recent laws and regulations; new programs, equipment, and technologies; and best practices.
- Conduct focused enforcement and education activities in high-crash locations involving high-risk driving behaviors to increase compliance.

LINK BETWEEN PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGY

The FDOT State Safety Office has selected projects within the top 35 percent of the highway safety matrix and/or with statewide emphasis in those areas to promote an overall reduction in fatalities and serious injuries to continue efforts toward Florida's target of zero deaths. This strategy is intended to reduce serious injuries and fatalities in the less concentrated areas of focus and provide widespread traffic safety behavioral improvements.

NHTSA COUNTERMEASURE AND JUSTIFICATION

Successful implementation of the lower rated countermeasures listed below will allow us to ultimately reduce work zone related crash fatalities and serious injuries.

- Speed and Speed Management—Enforcement
  HVE: CTW 2 Star Citation

- Speed and Speed Management—Enforcement
  Other Enforcement Methods: CTW 2 Star Citation

PERFORMANCE TARGETS THE COUNTERMEASURES ADDRESS

- Florida's target for the number of fatal crashes is zero in FY 2024–2026.

- Florida's target for serious injuries is zero in FY 2024–2026.

ESTIMATED 3-YEAR FUNDING ALLOCATION

Funding Source	Estimated 3-Year Allocation
NHTSA 402 Funds	$3,000,000

STRATEGY TO PROJECT CONSIDERATIONS

Sociodemographic data, location(s), affected/potentially affected communities, partnerships, Uniform Guidelines, and program assessment.

PERFORMANCE REPORT

In accordance with Final Rule, 23 CFR Part 1300, Uniform Procedures for State Highway Safety Grant Programs, Florida is providing the below performance report that shows the state's progress towards meeting state performance targets from the previous fiscal year's HSP. It is important to note that the FDOT forecast for outermost year can change as new state data is received and the forecast is recalculated.

Core Outcome Measures		Measure Type		FY 2019	FY 2020	FY 2021	FY 2022
C-1	Number of fatalities	Actual	Target	0	0	0	0
			Final	3,110	3,168	3,284	
		FDOT Forecast	Upper	3,117	3,288	3,284	3,613
			Lower	2,797	2,982	2,947	3,142
		Final within Forecast Range		Yes	Yes	Yes	
C-2	Number of serious injuries	Actual	Target	0	0	0	0
			Final	20,171	18,913	17,942	
		FDOT Forecast	Upper	21,107	19,863	18,894	17,848
			Lower	19,340	18,652	17,481	16,361
		Final within Forecast Range		Yes	Yes	Yes	
C-3	Fatality rate per 100 VMT	Actual	Target	0	0	0	0
			Final	1.41	1.46	1.51	
		FDOT Forecast	Upper	1.63	1.85	1.83	2.07
			Lower	1.08	0.96	0.91	0.97
		Final within Forecast Range		Yes	Yes	Yes	
C-4	Number of unrestrained passenger vehicle occupant fatalities, all seating position	Actual	Target	0	0	0	0
			Final	730	871	935	
		FDOT Forecast	Upper	745	783	791	1,001
			Lower	546	627	596	840
		Final within Forecast Range		Yes	No (Above)	No (Above)	
C-5	Number of fatalities involving driver or motorcycle with a .08 BAC or above	Actual	Target	0	0	0	0
			Final	474	317	375	
		FDOT Forecast	Upper	410	358	360	345
			Lower	237	229	204	198
		Final within Forecast Range		No (Above)	Yes	No (Above)	

Core Outcome Measures		Measure Type		FY 2019	FY 2020	FY 2021	FY 2022
C-6	Number of speeding-related fatalities	Actual	Target	0	0	0	0
			Final	277	252	361	
		FDOT Forecast	Upper	348	301	326	412
			Lower	206	187	183	301
		Final within Forecast Range		Yes	Yes	No (Above)	
C-7	Number of motorcyclist fatalities	Actual	Target	0	0	0	0
			Final	551	499	569	
		FDOT Forecast	Upper	602	575	588	627
			Lower	469	456	460	507
		Final within Forecast Range		Yes	Yes	Yes	
C-8	Number of unhelmeted motorcyclist fatalities	Actual	Target	0	0	0	0
			Final	257	219	264	
		FDOT Forecast	Upper	298	288	292	319
			Lower	222	218	221	249
		Final within Forecast Range		Yes	Yes	Yes	
C-9	Number of drivers aged 20 or younger involved in fatal crashes	Actual	Target	0	0	0	0
			Final	388	413	455	
		FDOT Forecast	Upper	400	452	481	503
			Lower	278	358	361	408
		Final within Forecast Range		Yes	Yes	Yes	
C-10	Number of pedestrian fatalities	Actual	Target	0	0	0	0
			Final	735	678	817	
		FDOT Forecast	Upper	678	746	760	872
			Lower	557	636	638	758
		Final within Forecast Range		No (Above)	Yes	No (Above)	
C-11	Number of bicyclist fatalities	Actual	Target	0	0	0	0
			Final	156	155	181	
		FDOT Forecast	Upper	160	166	167	202
			Lower	110	116	116	150
		Final within Forecast Range		Yes	Yes	No (Above)	
B-1	Observed safety belt use for passenger vehicles, front seat outboard occupants	Actual	Target	100%	N/A	100%	100%
			Final	89.80%	N/A	90.10%	
		FDOT Forecast	Upper	100%	N/A	100%	100%
			Lower	90%	N/A	90%	90%
		Final within Forecast Range		No (Below)	N/A	Yes	
	Indicates data is not currently available.						

The following provides a progress report/comparison for the Florida specific performance measures and program areas of emphasis. The performance measures for fatality data are not reported, as FY 2022 state data is not currently available for these measures.

	Program Area	Florida Specific Measures		FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
F-1	Aging road users	Number of Florida resident drivers aged 65 or older involved in fatal crashes	Target	0	0	0	0	0
			Final	305	328	357	361	
		Target met or exceeded		No	No	No	No	
F-2	Community traffic safety outreach	Number of CTST outreach events conducted	Target	160	175	180	180	180
			Final	168	250	57	81	184
		Target met or exceeded		Yes	Yes	No	No	Yes
F-3	Distracted driving	Number of distracted driving fatalities	Target	0	0	0	0	0
			Final	87	266	314	344	
		Target met or exceeded		No	No	No	No	
F-4	Paid media	Estimated number of impressions						
		Distracted Driving	Target	N/A	N/A	N/A	100,000	300,000
			Final	N/A	N/A	65,060,262	52,757,998	34,992,258
		Target met or exceeded		N/A	N/A	N/A	Yes	Yes
		Impaired Driving	Target	3,000,000	3,000,000	75,000,000	75,000,000	65,000,000
			Final	85,389,616	100,998,383	34,670,594	260,978,305	258,856,135
		Target met or exceeded		Yes	Yes	No	Yes	Yes
		Motorcycle Safety	Target	500,000	500,000	70,000,000	50,000,000	35,000,000
			Final	78,996,032	47,872,112	50,051,564	57,726,974	104,740,316
		Target meet or exceeded		Yes	Yes	No	Yes	Yes
		Occupant Protection	Target	1,000,000	1,000,000	90,000,000	50,000,000	50,000,000
			Final	98,028,754	24,973,712	23,791,175	35,947,825	79,245,313
		Target met or exceeded		Yes	Yes	No	No	Yes
		Pedestrian and Bicycle Safety	Target	400,000	400,000	170,000,000	50,000,000	50,000,000
			Final	182,600,000	2,813,253	46,028,836	125,549,839	234,472,945
		Target met or exceeded		Yes	Yes	No	Yes	Yes
		Railroad Safety	Target	N/A	N/A	N/A	100,000	300,000
			Final	N/A	N/A	N/A	81,175,596	84,162,207
		Target met or exceeded		N/A	N/A	N/A	Yes	Yes
		Speeding and Aggressive Driving	Target	N/A	N/A	N/A	N/A	300,000
			Final	N/A	N/A	N/A	N/A	31,996,719
		Target met or exceeded		N/A	N/A	N/A	N/A	Yes

	Program Area	Florida Specific Measures		FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
		Work Zone Safety	Target	N/A	N/A	N/A	100,000	300,000
			Final	N/A	N/A	N/A	134,984,071	56,500,000
		Target met or exceeded		N/A	N/A	N/A	Yes	Yes
F-5	Planning and administration	Number of traffic safety subgrants executed	Target	168	170	175	187	216
			Final	145	164	175	177	216
		Target met or exceeded		No	No	Yes	No	Yes
F-6	Police traffic services—LEL	Percent of law enforcement agencies participating in the Florida LEL Traffic Safety Challenge	Target	100%	100%	100%	100%	100%
			Final	74%	72%	72%	72%	75%
		Target met or exceeded		No	No	No	No	No
F-7	Public traffic safety professionals training	Number of persons who received traffic safety professional's training	Target	500	500	2,000	2,000	2,000
			Final	2,383	2,976	2,600	2,914	2,692
		Target met or exceeded		Yes	Yes	Yes	Yes	Yes
F-8	Traffic records	Number of crashes submitted within 10 days to the state	Target	>80	>80%	>80%	>80%	>80%
			Final	80.44%	79.55%	80.62%	81.40%	81.50%
		Target met or exceeded		Yes	No	Yes	Yes	Yes
F-9	Work zone safety	Number of fatalities in work zones	Target	0	0	0	0	0
			Final	82	13	77	56	
		Target met or exceeded		No	No	No	No	

Per 23 CFR 1300.11, Florida has established performance measures for all program focus areas.

Because some of the program areas are newly established measures, there is not historical reporting of prior years.

Indicates data is not currently available.

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