



FLORIDA TRIENNIAL HIGHWAY SAFETY PLAN

2024-2026
FEDERAL FISCAL YEAR



UPDATED – JULY 2024



The background of the page features a composite image. The top half shows a bright blue sky with large, white, fluffy clouds. The bottom half shows an aerial view of a multi-lane highway with several vehicles, including a white truck and a red car, traveling along it. The highway is flanked by green grass and a small body of water on the left side.

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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 federally funded 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 (GR) 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 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 fatalities. 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 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 community partners to identify traffic safety problems and infrastructure needs and the selection of data-backed strategies in support of applications for NHTSA program funding.

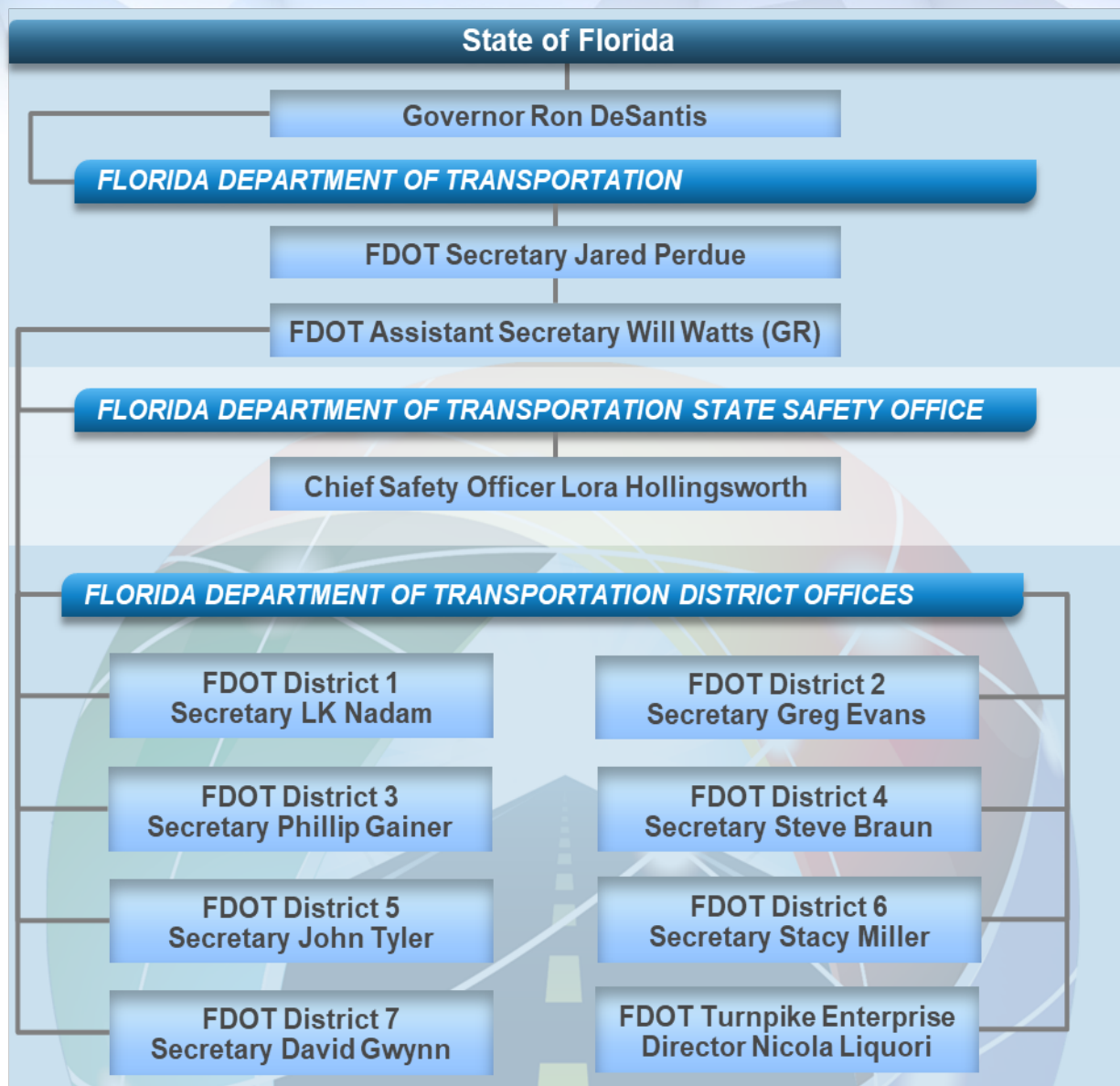
This Federal Fiscal Year 2024–26 HSP (hereafter referred to as 3HSP) is Florida's action plan for the distribution of NHTSA highway safety funds. The 3HSP is based on Florida's SHSP goals and objectives, crash data, and federal requirements.

ORGANIZATIONAL ALIGNMENT

The FDOT State Safety Office is somewhat unique in that it is housed within and staffed by the Florida Department of Transportation. This allows the FDOT State Safety Office to:

- Better align safety efforts, including HSP and Highway Safety Improvement Program (HSIP).
- Coordinate safety funding programs to efficiently and effectively prioritize resources.
- Work directly with FDOT's seven District Offices and the Florida Turnpike Enterprise.

FDOT is a decentralized agency with over 6,000 employees, made up of seven regional FDOT Districts, the FDOT Turnpike Enterprise, and the FDOT Central Office, where the FDOT State Safety Office is housed. Each FDOT District has a Safety Office and Communications Office that work directly with their communities to identify safety needs and develop community-focused solutions. All seven FDOT Districts and the FDOT Turnpike Enterprise work closely with the FDOT Central Office and collaborate with one another to address projects, planning efforts, and challenges that cross district boundaries and impact multiple communities. A small subsection of the FDOT Organizational Chart is shown below to illustrate the alignment of FDOT leadership, the FDOT State Safety Office, and the FDOT District Offices and the extensive resources available to support safety priorities in Florida.



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

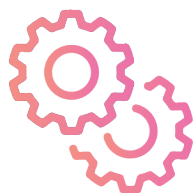
Florida's SHSP and statewide long range transportation plan, the Florida Transportation Plan (FTP) have been intentionally aligned and updated together to better reinforce the shared vision of zero fatalities and serious injuries and ensure Florida's commitment to zero is reflected in all of Florida's long range planning goals, objectives, and strategies. The updates of these plans have been influenced by and in turn, influenced many of Florida's critical transportation and safety planning and programming efforts, including the 3HSP.

Florida's 2021-2025 Strategic Highway Safety Plan

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.

FOUR Es OF TRAFFIC SAFETY



ENGINEERING



ENFORCEMENT



EDUCATION

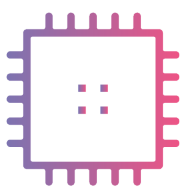


*EMERGENCY
RESPONSE*

FOUR Is OF TRAFFIC SAFETY



*INFORMATION
INTELLIGENCE*



INNOVATION



*INSIGHT INTO
COMMUNITIES*



*INVESTMENTS
& POLICIES*

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 the 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.

ROADWAYS



LANE DEPARTURES



INTERSECTIONS

ROAD USERS



PEDESTRIANS
AND BICYCLISTS



AGING ROAD
USERS



MOTORCYCLISTS AND
MOTOR SCOOTER RIDERS



COMMERCIAL MOTOR
VEHICLE OPERATORS



TEEN DRIVERS

USER BEHAVIOR



IMPAIRED DRIVING



OCCUPANT
PROTECTION



SPEEDING AND
AGGRESSIVE DRIVING



DISTRACTED
DRIVING

TRAFFIC RECORDS AND INFORMATION SYSTEMS

Federal Traffic Safety Programs

Florida’s 3HSP and HSIP implement the goals of Florida’s 2021–2025 SHSP with a 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 their highway safety program and planning countermeasures that will drive down fatalities and serious injuries on Florida’s roadways with grant applications to be submitted annually.

The IIJA was enacted on November 15, 2021. Funding allocations for federal fiscal years 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. The SHSP serves as the overarching guide to continuous improvement of safety of Florida's roadways. The federal coordination requirement only reinforces 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, (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.



PROBLEM IDENTIFICATION

Florida relies on a data-driven process of problem identification analysis that allows for strategic investment of limited resources into the communities, behaviors, and infrastructure that is most commonly associated with fatalities and serious injuries. Florida relies on 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.

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 the Florida Sheriff's Association, Florida Police Chief's Association, Florida Highway Patrol (FHP), and Florida Law Enforcement Liaison (LEL) Program. Citation data is also 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, affected communities, 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 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 MATRICES

The [Florida Highway Safety Matrices](#) are tools developed by the FDOT State Safety Office to provide an objective, data-driven approach to identify and prioritize the counties and cities that represent the greatest share of traffic fatalities and serious injuries.

Counties and cities are divided into three population groups. The numbers in each matrix represent where each county or city ranks within its population group in a particular program area. The rankings within the population groups in the county and city matrices are based on the 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 projected population growth according to BEBR, with inmate populations excluded from the population counts. County and city injury totals used for ranking are the total actual counts.

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.

Florida Highway Safety Matrices rely on data from FDOT's CAR database for fatality and serious injury data and BEBR for population estimates.

There are limitations related to the Florida Highway Safety Matrices. 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 the Florida Highway Patrol (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.

FY2025 Highway Safety Matrix—Ranking of Florida Counties

FY2025 Highway Safety Matrix - Ranking of Florida Counties																													
Group I - Population of 200,001 and Above - 26 Counties										Group II - Population of 50,001 to 200,000 - 15 Counties										Group III - Population of up to 50,000 - 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	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	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
Alachua	19	21	15	18	16	18	18	19	26	Bay	8	2	4	3	4	1	1	3	7	Baker	21	15	21	15	18	18	25	5	16
Brevard	11	15	14	10	15	12	10	13	14	Charlotte	4	6	7	4	11	5	6	4	6	Bradford	15	18	12	16	15	6	21	22	17
Broward	3	8	7	3	4	2	3	3	2	Citrus	2	1	2	2	5	4	7	2	2	Calhoun	19	16	20	19	20	16	19	19	19
Clay	26	26	25	26	26	26	26	26	22	Columbia	9	12	5	15	2	11	4	7	13	DeSoto	4	12	10	1	9	3	15	6	21
Collier	17	13	17	22	18	19	22	21	25	Flagler	14	11	12	7	14	14	12	15	14	Dixie	14	19	9	13	11	11	9	14	4
Duval	16	10	2	11	5	7	11	11	3	Hernando	1	3	1	1	3	3	3	1	1	Franklin	24	23	24	21	26	17	23	24	24
Escambia	18	18	21	20	22	15	23	20	16	Highlands	5	9	6	12	7	10	9	5	9	Gadsden	7	2	4	6	5	9	2	12	15
Hillsborough	6	3	1	2	1	4	2	4	4	Indian River	6	10	9	11	9	7	5	10	15	Gilchrist	18	21	8	12	13	23	13	13	22
Lake	15	14	16	16	13	21	14	15	10	Martin	7	15	8	6	8	6	2	9	8	Glades	20	10	14	10	21	22	20	20	13
Lee	9	4	3	9	7	9	6	8	11	Monroe	10	5	14	5	15	2	11	14	12	Gulf	22	20	26	22	22	25	22	25	7
Leon	25	25	22	25	21	22	17	23	24	Nassau	13	14	11	14	12	15	15	12	5	Hamilton	17	17	15	20	8	13	12	17	23
Manatee	7	11	13	13	14	11	15	7	8	Putnam	12	13	3	10	1	12	13	13	11	Hardee	3	9	7	7	6	7	10	4	11
Marion	13	22	10	15	10	16	12	14	20	Santa Rosa	11	4	13	8	13	10	8	4	4	Hendry	6	3	6	3	7	1	4	9	2
Miami-Dade	4	9	8	1	2	1	4	2	6	Sumter	3	7	10	9	6	8	14	6	3	Holmes	10	13	19	18	17	19	16	8	12
Okaloosa	23	16	26	24	25	24	21	18	23	Walton	15	8	15	13	10	9	8	11	10	Jackson	5	1	5	8	3	4	11	2	6
Orange	8	1	4	5	6	3	5	1	1											Jefferson	11	7	18	23	16	20	8	10	5
Osceola	20	6	19	17	17	17	24	17	15											Lafayette	23	24	23	25	23	24	18	23	25
Palm Beach	1	7	6	7	3	6	1	6	9											Lewis	1	11	2	2	2	8	3	3	10
Pasco	2	2	9	8	12	8	13	5	5											Liberty	25	26	25	24	25	26	24	26	26
Pinellas	5	12	5	6	9	5	7	9	12											Madison	16	6	17	11	19	15	7	16	18
Polk	14	17	12	12	8	13	9	12	17											Okeechobee	8	22	3	4	4	5	5	7	8
Saint Johns	24	23	23	23	24	25	25	25	21											Suwannee	2	8	1	5	1	2	1	1	14
Saint Lucie	22	24	20	21	20	23	19	24	19											Suwannee	12	5	11	9	10	10	6	15	9
Sarasota	12	20	18	14	19	14	16	16	18											Taylor	26	25	22	26	24	21	26	21	20
Seminole	21	19	24	19	23	20	20	22	7											Union	9	4	13	14	14	14	14	11	3
Volusia	10	5	11	4	11	10	8	10	13											Washington	13	14	16	17	12	12	17	18	1

Legend

Highest 40% 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 purpose deemed appropriate by the Florida Dept. of Transportation. See Title 21, United States Code, Section 407.



Legend
Highest 40% in a category.

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Florida Department of Transportation
State Safety Office

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FY2025 Highway Safety Matrix—Ranking of Florida Cities (Group 1 – Population 75,000+)

<div>  FY2025 Highway Safety Matrix - Ranking of Florida Cities  </div>									
(Based on total actual serious injuries and fatalities during 2018-2022)									
Group I - Population of 75,000 and above - 38 Cities									
Florida City (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
Boca Raton	17	21	23	29	17	25	28	24	6
Boynton Beach	33	35	27	33	30	31	31	36	20
Cape Coral	12	4	7	10	15	22	12	12	27
Clearwater	11	25	12	17	21	11	22	29	31
Coral Springs	34	32	37	34	35	35	35	33	15
Davie	26	30	21	18	19	28	17	25	32
Daytona Beach	13	9	25	5	16	10	10	15	9
Deerfield Beach	36	31	35	31	36	27	32	30	24
Deltona	24	13	31	23	32	36	20	26	23
Doral	38	38	38	38	38	38	38	37	34
Fort Lauderdale	5	8	10	7	8	5	8	8	5
Fort Myers	16	14	16	16	18	18	7	13	19
Gainesville	9	6	6	9	11	8	14	9	28
Hialeah	10	27	15	13	7	7	24	10	16
Hollywood	21	19	11	14	9	15	19	18	13
Homestead	37	36	36	37	33	34	37	35	29
Jacksonville	2	2	1	2	1	2	2	2	1
Kissimmee	14	3	13	8	14	12	26	6	8
Lakeland	19	29	14	15	13	24	18	19	18
Largo	18	15	29	25	37	17	36	32	36
Melbourne	15	22	17	12	22	20	21	22	25
Miami	7	7	5	4	5	4	6	4	7
Miami Beach	32	33	30	21	31	13	27	38	26
Miami Gardens	27	17	33	28	12	19	5	16	22
Miramar	29	16	26	36	26	26	23	20	14
North Port	28	28	32	30	34	32	25	23	12
Orlando	1	1	2	1	2	1	3	1	2
Palm Bay	6	12	9	11	24	21	11	7	17
Palm Coast	30	18	24	26	29	37	34	31	33
Pembroke Pines	31	34	28	32	27	33	33	27	35
Plantation	8	23	19	24	20	23	16	11	3
Pompano Beach	22	11	20	19	23	16	15	17	10
Port Saint Lucie	25	24	22	27	25	30	29	28	30
Saint Petersburg	4	10	4	6	4	6	4	5	11
Sunrise	35	37	34	35	28	29	30	34	38
Tallahassee	20	26	8	20	6	9	9	14	21
Tampa	3	5	3	3	3	3	1	3	4
West Palm Beach	23	20	18	22	10	14	13	21	37

Legend
 Highest 40% in a category.

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Florida Department of Transportation
State Safety Office

Extract Date: 11/15/2023
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FY2025 Highway Safety Matrix—Ranking of Florida Cities (Group 2 – Population 15,000-74,999+)

FDOT		FY2025 Highway Safety Matrix - Ranking of Florida Cities																TARGET ZERO ZERO DEATHS	
(Based on total actual serious injuries and fatalities during 2018-2022)																			
Group II: Population of 15,000-74,999 - 104 Cities																			
Florida City (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	Florida City (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
Altamonte Springs	62	26	62	64	60	54	53	69	5	Niceville	24	6	44	55	33	70	14	5	81
Apopka	26	3	14	29	13	17	15	10	17	North Lauderdale	98	54	91	83	78	57	63	84	103
Auburndale	64	86	69	57	77	45	68	54	97	North Miami	57	71	63	52	45	28	54	37	52
Aventura	60	40	72	76	94	44	66	59	36	North Miami Beach	61	70	83	63	72	40	97	58	69
Bartow	69	69	54	46	84	88	52	53	95	Oakland Park	46	56	71	33	29	19	27	36	53
Belle Glade	91	96	81	87	51	81	72	91	98	Ocala	2	4	2	2	2	2	3	2	18
Bonita Springs	36	46	12	27	34	46	26	45	47	Odessa	30	21	16	62	40	23	7	19	46
Bradenton	4	9	3	11	16	6	43	3	14	Opa-locka	84	47	61	50	56	53	24	61	71
Casselberry	85	83	78	66	67	77	70	70	57	Ormond Beach	6	12	8	3	20	14	6	30	100
Clermont	13	15	11	18	5	35	8	6	10	Oviedo	72	43	86	80	92	85	88	93	74
Cocoa	11	8	4	5	8	10	2	9	11	Palm Beach Gardens	37	37	34	69	12	59	20	52	37
Coconut Creek	70	82	41	68	15	73	48	44	32	Palm Springs	77	97	22	44	44	50	29	31	68
Cooper City	78	66	94	71	66	90	74	75	79	Palmetto Bay	81	93	97	85	88	79	93	81	85
Coral Gables	19	17	52	35	36	15	79	39	33	Panama City	17	5	6	16	6	11	18	33	13
Crestview	68	36	53	84	68	68	50	56	59	Panama City Beach	63	41	15	9	9	31	22	12	27
Cutler Bay	76	91	102	88	80	64	101	98	72	Parkland	102	87	98	104	99	99	100	90	65
Dania Beach	33	77	30	30	32	29	36	71	12	Pensacola	27	18	17	24	22	8	49	32	20
DeBary	74	68	85	78	82	92	94	86	89	Pincrest	88	98	96	103	98	89	102	88	49
DeLand	15	11	40	19	19	24	39	7	40	Pinellas Park	8	22	5	4	17	4	17	18	7
Delray Beach	3	16	7	12	4	3	4	4	9	Plant City	34	34	23	25	3	37	34	25	48
Dunedin	54	81	65	67	71	61	75	72	67	Port Orange	5	25	28	10	27	9	59	13	76
Edgewater	53	76	56	45	54	55	69	74	78	Punta Gorda	40	38	47	59	53	72	42	73	23
Estero	1	1	1	1	1	1	1	1	2	Riviera Beach	101	104	79	91	83	93	62	96	94
Eustis	21	23	35	26	39	82	21	22	19	Rockledge	59	50	43	42	65	76	38	50	38
Fort Pierce	39	30	26	22	18	16	16	28	61	Royal Palm Beach	79	73	59	72	37	78	61	89	58
Fort Walton Beach	71	27	70	51	57	62	58	78	51	Safety Harbor	89	92	88	93	100	96	80	99	77
Greenacres	18	49	49	56	42	60	81	41	62	Saint Augustine	29	24	18	14	28	13	11	23	44
Groveland	55	35	27	65	41	94	83	51	73	Saint Cloud	43	10	24	32	23	36	51	27	31
Haines City	65	64	45	49	58	75	31	43	92	Sanford	38	20	29	15	10	22	10	21	6
Hallandale Beach	47	58	57	39	73	39	60	48	80	Sarasota	12	33	9	7	11	5	13	11	26
Hialeah Gardens	96	99	93	92	93	74	85	94	75	Sebastian	82	103	77	90	95	97	89	103	87
Jacksonville Beach	87	84	31	70	96	41	55	76	90	Seminole	51	85	32	41	91	33	45	77	96
Jupiter	28	13	25	43	24	47	30	26	60	Stuart	16	79	33	23	31	34	32	20	42
Key West	50	42	38	8	59	27	33	57	25	Sunny Isles Beach	99	94	89	96	89	56	87	100	91
Lady Lake	44	89	64	77	47	65	67	62	16	Sweetwater	100	101	104	101	103	87	99	101	63
Lake Mary	75	19	42	73	70	80	40	92	8	Tamarac	45	55	67	37	48	48	23	35	45
Lake Wales	52	61	90	58	43	67	56	60	28	Tarpon Springs	41	78	36	40	30	49	104	38	88
Lake Worth	42	53	19	21	25	7	25	34	22	Tavares	35	65	39	31	50	83	71	66	41
Lauderdale Lakes	58	39	87	89	64	38	47	55	54	Temple Terrace	80	100	68	95	81	71	44	80	84
Lauderhill	56	72	75	47	46	21	35	47	56	Titusville	10	29	10	6	7	18	5	14	35
Leesburg	9	31	13	17	21	30	9	17	15	Venice	22	48	76	60	62	52	57	65	86
Longwood	66	14	58	53	61	51	84	42	3	Vero Beach	49	62	50	79	52	69	90	64	101
Lynn Haven	93	74	92	98	85	102	91	85	29	Wellington	31	63	48	75	38	66	12	24	24
Maitland	90	52	60	86	63	95	76	83	4	West Melbourne	86	80	84	81	101	91	86	95	83
Marco Island	94	95	73	97	90	100	95	104	93	West Park	83	75	100	74	97	84	78	67	104
Margate	7	45	82	38	14	12	41	8	66	Weston	95	57	51	48	79	63	46	68	30
Miami Lakes	103	90	101	102	86	103	98	87	70	Wildwood	73	67	37	82	76	98	64	82	39
Minneola	104	102	95	100	102	104	103	102	82	Winter Garden	67	28	74	54	75	58	82	46	34
Mount Dora	92	59	99	99	104	101	96	97	102	Winter Haven	32	60	55	34	35	43	19	49	50
Naples	23	7	21	61	26	20	37	40	99	Winter Park	48	2	66	20	49	26	73	15	1
New Port Richey	14	51	46	28	74	25	65	16	64	Winter Springs	97	88	103	94	87	86	92	79	55
New Smyrna Beach	20	32	20	13	55	32	28	29	43	Zephyrhills	25	44	80	36	69	42	77	63	21

Legend
Highest 40% in a category.

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FY2025 Highway Safety Matrix—Ranking of Florida Cities (Group 3 – Population 3,000-14,999+)

FY2025 Highway Safety Matrix - Ranking of Florida Cities																	INTEGRITY ZERO FLORIDA'S ROADWAY		
(Based on total actual serious injuries and fatalities during 2018-2022)																			
Group III - Population of 3,000-14,999 - 118 Cities																			
Florida City (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	Florida City (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
Alachua	15	15	2	8	6	51	4	13	50	Live Oak	13	24	4	50	4	14	9	2	27
Arcadia	24	34	32	18	31	9	74	50	67	Longboat Key	85	70	72	102	98	81	102	90	52
Atlantic Beach	65	95	95	75	82	48	83	45	37	Loxahatchee Groves	102	104	86	104	55	86	91	101	76
Avon Park	23	29	82	64	46	61	73	91	13	Macclenny	56	38	67	56	32	99	90	20	69
Bal Harbour	110	116	115	117	117	106	96	117	114	Madeira Beach	62	114	48	37	68	47	70	115	111
Bay Harbor Islands	104	105	88	107	108	79	106	80	82	Madison	100	58	85	94	104	76	89	75	68
Belle Isle	101	73	74	80	87	77	64	99	73	Malabar	53	51	93	73	66	93	44	42	102
Belleair	114	110	107	112	94	104	112	71	98	Marathon	7	2	29	15	38	7	103	11	23
Belleview	22	41	47	35	50	57	22	24	7	Marianna	36	10	9	51	5	40	19	5	16
Biscayne Park	118	115	114	116	116	118	95	116	113	Mary Esther	61	65	69	111	93	90	56	57	97
Brooksville	2	4	3	1	3	10	12	7	4	Mascotte	92	32	59	66	26	97	7	29	63
Bunnell	49	21	34	19	10	80	24	37	11	Melbourne Beach	54	26	49	61	115	36	46	51	112
Bushnell	63	46	94	115	95	105	118	32	32	Miami Shores	83	98	97	77	53	23	50	64	47
Callaway	71	48	52	89	23	60	49	47	41	Miami Springs	58	67	81	28	70	38	48	44	36
Cape Canaveral	86	99	66	45	62	44	26	48	53	Midway	116	94	70	99	67	95	69	43	107
Chipley	32	37	62	74	24	96	116	26	30	Milton	12	7	14	7	20	54	11	22	9
Clewiston	25	39	15	30	21	32	36	40	2	Mulberry	27	80	18	86	34	92	29	59	101
Cocoa Beach	30	69	65	14	61	28	51	65	49	Neptune Beach	94	40	37	68	73	84	75	98	72
Crystal River	5	9	20	3	35	35	45	38	18	Newberry	40	22	6	41	8	56	13	15	62
Dade City	11	33	44	17	27	13	35	10	25	North Bay Village	99	87	83	92	101	108	87	94	60
Davenport	16	14	27	40	17	52	72	14	6	North Palm Beach	17	6	42	76	44	22	2	61	40
Daytona Beach Shores	81	62	17	5	65	19	15	84	88	Oakland	105	79	89	71	92	67	77	83	86
DeFuniak Springs	18	8	7	10	9	18	3	36	15	Okeechobee	51	106	38	36	12	68	37	25	87
Destin	20	5	12	24	14	1	5	3	1	Oldsmar	42	83	50	31	36	42	8	39	20
Dundee	80	45	103	108	89	87	107	104	83	Orange City	9	17	35	2	29	5	16	19	21
Eagle Lake	117	112	112	114	80	116	117	113	109	Orange Park	46	56	30	29	39	24	34	18	54
Fellsmere	106	91	91	109	109	112	94	86	93	Pahokee	90	63	105	72	77	88	78	85	29
Fernandina Beach	14	96	22	13	37	73	59	27	39	Palatka	21	16	28	26	2	15	33	33	51
Flagler Beach	31	49	60	12	76	69	99	106	89	Palm Beach	44	13	57	46	99	31	20	74	24
Florida City	45	53	21	25	43	4	31	17	35	Palmetto	6	11	5	4	19	3	32	4	12
Fort Meade	96	107	61	83	78	70	110	107	90	Parker	108	50	109	85	79	114	80	58	100
Fort Myers Beach	29	89	8	59	64	45	43	81	17	Pembroke Park	47	61	87	81	49	63	21	68	80
Freeport	68	57	84	54	47	82	18	28	61	Perry	76	74	45	47	33	85	76	76	74
Fruitland Park	28	44	31	34	25	55	58	34	58	Ponce Inlet	97	113	113	100	113	117	82	114	110
Grant-Valkaria	113	109	106	110	110	113	111	108	95	Port Richey	8	30	39	16	114	11	41	31	31
Green Cove Springs	73	28	56	33	45	53	10	54	8	Port Saint Joe	70	93	111	88	42	115	115	111	105
Gulf Breeze	35	23	33	49	48	78	39	35	3	Quincy	55	19	11	55	18	75	52	49	66
Gulfport	59	85	55	90	84	27	61	73	46	Saint Augustine Beach	82	82	71	44	81	72	47	60	19
High Springs	78	76	68	57	74	101	66	103	78	Saint Pete Beach	77	75	46	69	105	17	65	100	75
Highland Beach	107	111	108	113	111	91	113	109	99	Sanibel	75	86	73	91	72	66	63	93	57
Holly Hill	19	27	63	9	57	6	25	88	118	Satellite Beach	95	60	76	105	107	33	98	78	79
Holmes Beach	72	68	53	52	58	49	100	89	42	Sebring	3	25	25	22	15	30	84	9	5
Indian Harbour Beach	111	117	117	118	96	58	71	118	117	South Bay	84	55	26	78	30	43	57	66	22
Indian River Shores	98	118	118	101	97	107	97	87	33	South Daytona	26	18	40	20	52	16	6	46	38
Indian Rocks Beach	74	71	43	79	85	62	86	92	56	South Miami	39	97	96	39	59	20	101	63	45
Indiantown	52	92	92	60	41	103	23	56	96	South Pasadena	57	78	78	97	91	46	109	82	85
Inverness	4	12	19	6	16	29	68	8	106	Southwest Ranches	112	101	100	103	103	109	104	96	65
Islamorada	34	20	13	58	28	21	92	23	14	Springfield	67	31	58	53	54	74	38	55	59
Juno Beach	93	72	99	93	102	98	88	95	64	Starke	37	35	23	82	13	34	54	69	28
Kenneth City	50	103	102	67	63	83	27	21	71	Surfside	89	90	104	96	90	64	108	105	84
Key Biscayne	115	66	110	87	112	94	114	110	104	Tequesta	79	77	77	106	75	102	93	79	81
LaBelle	41	36	24	42	40	26	40	41	91	Treasure Island	103	59	16	48	88	25	28	77	26
Lake Alfred	64	47	51	38	69	59	17	52	34	Umatilla	48	52	41	23	11	65	67	16	103
Lake City	1	1	1	11	1	8	1	1	10	Valparaiso	91	108	90	84	56	111	55	70	92
Lake Clarke Shores	88	88	75	70	106	110	53	102	77	Wauchula	69	64	79	98	22	89	79	30	94
Lake Park	43	84	64	32	83	50	60	62	43	West Miami	87	102	101	95	86	100	105	97	70
Lantana	109	81	80	27	51	41	81	112	108	Williston	10	42	10	62	7	71	30	6	115
Lauderdale-By-The-Sea	66	100	98	65	100	39	85	67	55	Wilton Manors	60	43	36	63	60	2	62	53	48
Lighthouse Point	33	54	54	21	71	12	14	72	44	Windermere	38	3	116	43	118	37	42	12	116

Legend
Highest 40% in a category.

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Florida Department of Transportation
State Safety Office

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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 unsecured 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 (PP&E) COMMUNITY ENGAGEMENT PLAN

PP&E STRATEGIC GOALS

TRIENNIAL HSP ENGAGEMENT PLANNING

Communities are not just grant recipients but have value as active participants and decision-makers who understand local needs and values. The FDOT State Safety Office has always conducted extensive public and partner engagement (PP&E), leveraging resources from existing FDOT and partner relationships including other FDOT Offices, FDOT Districts, Florida MPOs, Florida Traffic Safety Coalitions, Florida Community Traffic Safety Teams (CTSTs), and key safety partnerships with groups like the Florida Sheriffs Association (FSA), Florida Police Chiefs Association (FPCA), and Mothers against Drunk Driving (MADD). FDOT also has a strong track record of public engagement in road construction projects, and we seek to create a similar framework to expand public input into safety planning.

Each existing partnership has played a vital role in the development of Florida's 3HSP, especially in directly engaging communities throughout the state to provide feedback on the safety countermeasures and priorities important to them. These input opportunities bring partners and the public into discussions related to transportation safety needs, planning, and decision-making processes. Through this engagement, we can better understand and collaboratively address safety concerns and, together with our partners, implement data-driven solutions to create positive behavioral change.

STARTING GOALS FOR PUBLIC ENGAGEMENT PROCESS

FDOT's overall goal of PP&E is to **use an efficient process that actively involves partners, stakeholders, and members of the public in the development of the 3HSP, including 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.**
- **Engage new audiences** that historically have not necessarily had the opportunity to provide direct input into Florida's Statewide safety planning.
- Synthesize this feedback to **contribute to the ongoing development of the state's highway safety program** and countermeasure strategies.

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.

When considering where PP&E activities are to take place, it should be noted that communities considered disadvantaged or underserved may not always be the same communities overrepresented in traffic safety data. No county or city in the state is immune from the devastating impacts of severe traffic crashes and FDOT and its partners seek to implement countermeasures in all parts of the state to the greatest extent possible. Thus, FDOT will be taking a strategic approach to PP&E that, at least initially, prioritizes communities of greatest interest in the data analysis described below.

ACCESSIBILITY

FDOT is more broadly committed to ADA compliance and has earned recognition as a national leader in accessibility. 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. Throughout each step of the PP&E process, care will be taken to apply ADA accessibility measures. FDOT will consider virtual or online options to increase participation for those unable to attend in person.

Because Florida is so culturally rich, with residents and visitors from all over the world, FDOT maintains a comprehensive Language Assistance Plan as part of its [Title VI Program](#). At the very least, the FDOT State Safety Office will follow this policy when determining language assistance needs in both PP&E and safety program delivery.

Additionally, FDOT has made PP&E surveys, outreach materials, and other affected community engagement activities specific to the development and update of the 3HSP available both in-person and virtually, giving community members multiple options to provide their input including written, verbal, and digital platforms in multiple languages.

PP&E IDENTIFICATION OF AFFECTED AND POTENTIALLY AFFECTED COMMUNITIES

The FDOT State Safety Office identified affected and potentially affected communities using data driven analysis and relying on several tools available on Florida's [Safety Data Integration Space](#), including traffic records data, geographic information system analysis, and U.S. Census demographic data.

FLORIDA DEMOGRAPHIC CONTEXT

Florida is the third-most populous state in the United States, featuring some of the most diverse communities in the nation. According to the [2020 U.S. Census](#), Florida's statewide diversity index score is 64.1%, which ranks it 10th out of all states. Florida has attracted many immigrants particularly from Latin America and notably from Cuba. Spanish is widely spoken in many areas of the state. Additionally, long-lasting cultural footprints have been left by several other racial and ethnic groups over time. As described in greater detail below, the identification and engagement of communities on traffic safety cannot help but reach a wide range of different kinds of community members.

DATA DRIVEN ANALYSIS

Pedestrian and bicyclist fatalities accounted for 28 percent of all Florida traffic fatalities and 15 percent of all Florida serious injuries in 2022, despite only accounting for 3 percent of total crashes. Since 2018, pedestrian and bicyclist fatalities have increased 14 percent. Serious injuries to pedestrians and bicyclists have remained flat between 2018 and 2022 with statewide serious injuries decreasing 16 percent in the same timeframe. Pedestrian deaths are also skyrocketing nationally. According to NHTSA, In 2021 there were 7,388 pedestrians killed in traffic crashes, a 12.5- percent increase from the 6,565 pedestrian fatalities in 2020. This is the highest since 1981 when 7,837 pedestrians died in traffic crashes.

Due to the substantial overrepresentation in fatal and serious injury crashes and rising number of fatalities (and plateauing number of serious injuries despite declining total serious injuries) involving pedestrians and bicyclists, the FDOT State Safety Office has selected these crash types as a metric to identify and prioritize communities as affected and potentially affected for the purposes of public participation and engagement (PP&E).

A focus on pedestrians and bicycle riders reinforces this plan's alignment with the Safe System approach, which demands that we reconsider the impact of transportation on the safety on non-motorized road users.

VULNERABLE ROAD USER SAFETY ASSESSMENT

In October 2022, FDOT conducted a robust Vulnerable Road User (VRU) Safety Assessment and included it as an addendum to Florida's [2021-2025 SHSP](#). The [VRU Safety Assessment](#) report focuses on high-priority roadway segments with the greatest number of fatal and serious injury crashes involving pedestrians and bicyclists. FDOT has considered this list of roadway segments to pinpoint areas where PP&E activities shall be focused. The utilization of the VRU Safety Assessment analysis to guide PP&E strengthens the coordination of efforts between this 3HSP and the SHSP.

Quantitative Analysis

The VRU Safety Assessment included a review of the state’s existing efforts to eliminate VRU risks, including Florida’s 25 priority counties for pedestrian and bicycle crashes and the High Visibility Enforcement (HVE) segments identified by the Florida Pedestrian and Bicycle Safety Coalition. It implemented a network screening process to identify potential high-crash locations. A review of these previous analyses grounded the early steps of the safety assessment and supported identifying high-priority areas for VRUs based on roadway data, including location, roadway functional classification, context classification, design speed, speed limit, and time of day. Following the VRU Safety Assessment Guidance, the quantitative analysis also considered demographics of the location of fatalities and serious injuries, including race, ethnicity, income, and age. One-mile segments were created along all state-owned and major non-state-owned roads associated with the VRU crashes. The segments with the most crashes were prioritized into three tiers (described in the table below), with each tier based on the number of crashes per segment.

	Tier 1	Tier 2	Tier 3	Total
Number of Crashes per Segments	12 to 23 crashes	7 to 11 crashes	3 to 6 crashes	
Number of One-Mile Segments	22	168	1,069	1,259

An [interactive dashboard](#) summarizes the quantitative analysis. The dashboard includes all the data examined during the analysis and selection of the tiered segments.

High Priority VRU Segments (Tier I) and Affected Community Identification

The 22 one-mile segments in Tier 1 represent the highest priority for VRU safety investments. Focusing on eliminating VRU fatalities and serious injuries in these locations will significantly impact progress toward zero. The table and map series below demonstrate how the VRU segments are an appropriate index for PP&E focus.

The table below lists the 22 one-mile segments in Tier I and the number of VRU crashes associated with each location. The table also identifies the Florida county that each segment is in, the total number of fatal crashes in that county, that county’s diversity index score according to the 2020 U.S. Census, and additional demographic context from the VRU assessment.

Several of the locations are in the leading counties for fatal crashes statewide and many of these counties have a diversity index score exceeding Florida’s statewide score of 64.1, meaning that most of these locations are above the statewide diversity average.

The statewide map series that follows illustrates the alignment between the location of total fatalities and serious injuries in Florida, and the location of VRU Priority Segments.

Due to these strong correlations and cross-reference between vulnerable road user crashes, all fatal crashes, and demographic factors, Florida is confident that the communities containing identified VRU segments are the appropriate targets for focused public engagement efforts.

Rank	Segment Name	Beginning Point	Ending Point	VRU Crashes	County	County Total Fatal Crashes 2022 ¹	County Ranking Total Fatal Crashes 2022 ²	County Diversity Index ²	Segment Demographic Context ³
1	Broward Blvd	Palm Avenue	SE 4 th Avenue	23	Broward	288	2	71.8%	<ul style="list-style-type: none"> • Predominantly White (72.2%) and non-Hispanic or Latino (80.6%) • Average age 37.1 • Median income \$109,543 • 56% female
2	Cortez Road	26 th Street West	9 th Street West	20	Manatee	69	16	49.4%	<ul style="list-style-type: none"> • Predominantly White (80.9%) and non-Hispanic or Latino (90.5%) • Average age 56 • Median income \$36,641 • 48% female
3	14 th St W	30 th Avenue W	Orlando Avenue	19	Manatee	69	16	49.4%	<ul style="list-style-type: none"> • Predominantly White (68.8%) and non-Hispanic or Latino (62.2%) • Average age 36.2 • Median income \$27,449 • 55% female
4	Sunrise Blvd	NW 10 th Avenue	N Flagler Drive	19	Broward	288	2	71.8%	<ul style="list-style-type: none"> • Predominantly White (75.9%) and non-Hispanic or Latino (88.2%) • Average age 31.4 • Median income \$71,550 • 55% female

¹ Traffic Crash Facts Annual Report 2022, FLHSMV, https://www.flhsmv.gov/pdf/crashreports/crash_facts_2022.pdf

² U.S. Census, 2020, U.S. Census Bureau, <https://www.census.gov/library/stories/state-by-state/florida-population-change-between-census-decade.html>; for context, the Florida Statewide Diversity Index is 64.1, meaning that most of these locations are above the statewide diversity average.

³ Florida Vulnerable Road User Safety Assessment, 2023, FDOT, https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/shsp-2021/fdot_vru_safetyassessment_nov-2023.pdf?sfvrsn=83097770_1, Note that demographic measurements come from multiple sources and the percentages expressed are not mutually exclusive

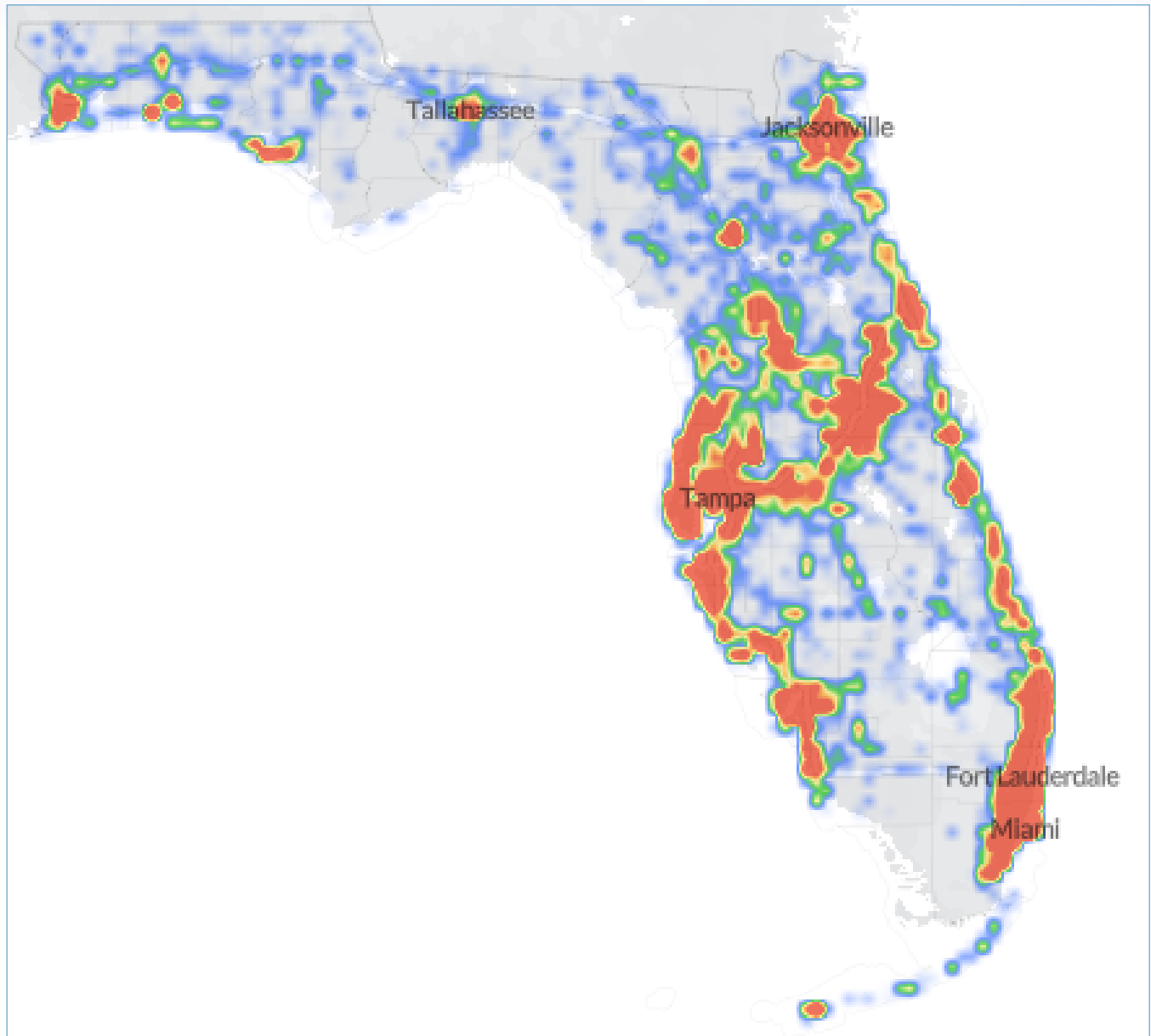
Rank	Segment Name	Beginning Point	Ending Point	VRU Crashes	County	County Total Fatal Crashes 2022 ¹	County Ranking Total Fatal Crashes 2022 ²	County Diversity Index ²	Segment Demographic Context ³
5	US-19	Phoenix Ave	Mile Stretch Drive	19	Pascoe	105	12	47.9%	<ul style="list-style-type: none"> • Predominantly White (91.3%) and non-Hispanic or Latino (81.4%) • Average age 49.1 • Median income \$33,341 • 52% female
6	Alton Road	16 th Street	NW 5 th Street	18	Miami-Dade	309	1	71.8%	<ul style="list-style-type: none"> • Predominantly White (60.7%), Black (8.2%) and Hispanic or Latino (67.2%) • Average age 35.4 • Median income \$42,064 • 50% female
7	US-19	56 th Avenue N	72 nd Avenue N	17	Pinellas		10	46.7%	<ul style="list-style-type: none"> • Predominantly White (63.3%), Black (31.1%) and Hispanic or Latino (98.7%) • Average age 45.7 • Median income \$36,141 • 38% female
8	Orange Blossom Trail	Holden Avenue	35 th Street W	17	Orange	206	5	71.3%	<ul style="list-style-type: none"> • Predominantly White (73.1%), and non-Hispanic or Latino (82.6%) • Average age 49.9 • Median income \$70,191 • 65% female
9	34 St N	6 th Avenue S	7 th Avenue N	16	Pinellas	123	10	46.7%	<ul style="list-style-type: none"> • Predominantly White (57.2%), Black (39.4%) and Hispanic or Latino (98.6%) • Average age 40.3 • Median income \$67,585 • 44% female

Rank	Segment Name	Beginning Point	Ending Point	VRU Crashes	County	County Total Fatal Crashes 2022 ¹	County Ranking Total Fatal Crashes 2022 ²	County Diversity Index ²	Segment Demographic Context ³
10	SR-582/E Fowler Ave	N 15 th Street	Bruce B Downs Boulevard	16	Hillsborough	225	4	67.8%	<ul style="list-style-type: none"> • Predominantly Black (43%), White (37%), and Hispanic or Latino (40%) • Average age 30.5 • Median income \$31,257 • 50% female
11	Broward Blvd	Florida Avenue	I-95	15	Broward	288	2	71.8%	<ul style="list-style-type: none"> • Predominantly Black (82.4%), and non-Hispanic or Latino (84.7%) • Average age 31.6 • Median income \$54,620 • 64% female
12	US-19	Johnson Road	Beacon Woods Drive	15	Pascoe	105	12	47.9%	<ul style="list-style-type: none"> • Predominantly White (94.6%), and non-Hispanic or Latino (98%) • Average age 66.6 • Median income \$42,408 • 42% female
13	14 th St W	Orlando Avenue	55 th Avenue West	15	Manatee	69	16	49.4%	<ul style="list-style-type: none"> • Predominantly White (53.3%), and non-Hispanic or Latino (86.3%) • Average age 35.2 • Median income \$46,319 • 51% female
14	14 th St W	55 th Avenue West	63 rd Avenue West	13	Manatee	69	16	47.9%	<ul style="list-style-type: none"> • Predominantly White (93.2%), and non-Hispanic or Latino (67.5%) • Average age 62.1 • Median income \$31,081 • 46% female

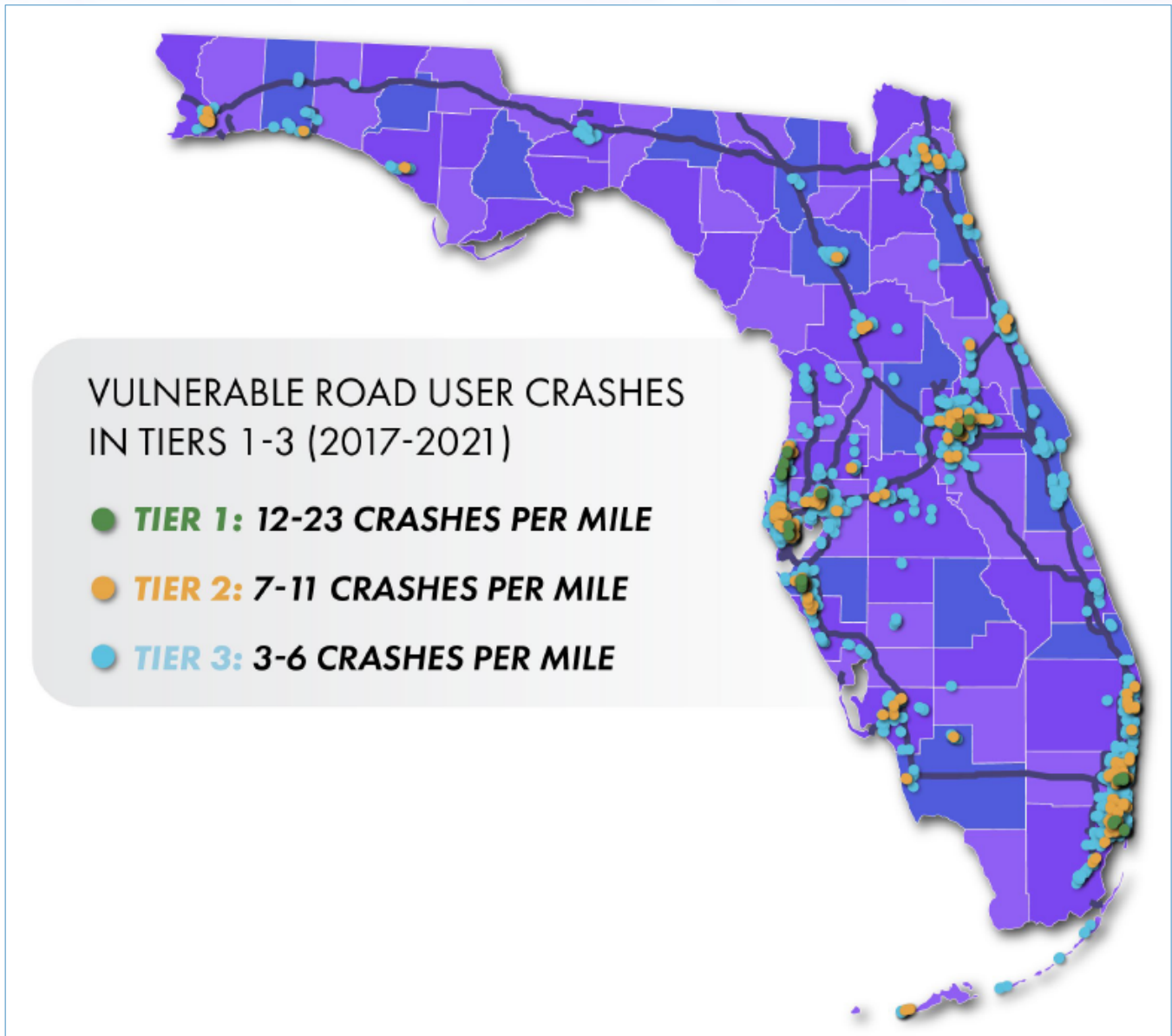
Rank	Segment Name	Beginning Point	Ending Point	VRU Crashes	County	County Total Fatal Crashes 2022 ¹	County Ranking Total Fatal Crashes 2022 ²	County Diversity Index ²	Segment Demographic Context ³
15	US-19	Imperial Drive	Palmetto Road	13	Pascoe	105	12	47.9%	<ul style="list-style-type: none"> Predominantly White (83.1%), and non-Hispanic or Latino (81.9%) Average age 45.2 Median income \$36,838 44% female
16	NW 79 St	NW 12 th Avenue	NW 2 nd Avenue	13	Miami-Dade	309	1	71.8%	<ul style="list-style-type: none"> Predominantly Black (80.9%), and non-Hispanic or Latino (79.8%) Average age 29.4 Median income \$22,287 42% female
17	NW 6 St	NW 13 th Avenue	NW 24 th Avenue	13	Broward	288	2	71.8%	<ul style="list-style-type: none"> Predominantly Black (91.1%), and non-Hispanic or Latino (96.6%) Average age 30.7 Median income \$34,286 43% female
18	NW 17 Ave	NW 71 st Street	NW 54 th Street	13	Miami-Dade	309	1	71.8%	<ul style="list-style-type: none"> Predominantly Black (81.7%), and non-Hispanic or Latino (90.7%) Average age 31.7 Median income \$24,500] 39% female
19	Orange Blossom Trail	Rose Blvd	Holden Avenue	13	Orange	206	5	71.3%	<ul style="list-style-type: none"> Predominantly White (51.2%), and non-Hispanic or Latino (30.7%) Average age 39.8 Median income \$50,781 54% female

Rank	Segment Name	Beginning Point	Ending Point	VRU Crashes	County	County Total Fatal Crashes 2022 ¹	County Ranking Total Fatal Crashes 2022 ²	County Diversity Index ²	Segment Demographic Context ³
20	14 th St W/Tamiami Trail	63 rd Avenue West	Montgomery Avenue	12	Manatee	69	16	49.4%	<ul style="list-style-type: none"> • Predominantly White (75.1%), and non-Hispanic or Latino (80.1%) • Average age 37.7 • Median income \$67,883 • 40% female
21	Semoran Blvd	Hewett Drive	Cornelia Avenue	12	Orange	206	5	71.3%	<ul style="list-style-type: none"> • Predominantly Black (95.2%), and non-Hispanic or Latino (93.9%) • Average age 28.8 • Median income \$27,518 • 52% female
22	US-19	Mile Stretch Drive	Camry Drive	12	Pascoe	105	12	47.9%	<ul style="list-style-type: none"> • Predominantly White (79.9%), and non-Hispanic or Latino (90.7%) • Average age 42.6 • Median income \$32,297 • 52% female

Location of Total Fatalities and Serious Injuries (2022)



Location of VRU Priority Segments



FLORIDA MPO INPUT INTO VRU ASSESSMENT

Notably during the development of the VRU Assessment, FDOT hosted eight virtual meetings with FDOT Safety partners involving 150 attendees, and a Florida Metropolitan Planning Partnership (FMPP) meeting. Florida's 27 MPOs were provided with priority locations in advance and they and FDOT District Safety Staff reviewed each location and discussed feedback from these affected communities on their perception of each safety of the roadway segment and potential solutions to improve safety.

MPO partners at the FMPP meeting included representatives from Broward, Sarasota/Manatee MPO, MetroPlan Orlando, Miami-Dade TPO, Forward Pinellas, Pasco County MPO, and Hillsborough TPO. These

MPO planning areas encompass a significant portion of Florida's high crash areas as well as portions of Florida's underserved and underrepresented communities.

Input from these partners contributed to the list of safety strategies listed in the VRU Assessment in alignment with the Safe System Approach. Further, this more in-depth conversation about safety threats in the highway priority segments reinforces the value of the VRU Assessment to guide PP&E activities.

Summary of Notable Feedback Received

- Many of the priority segments are in busy commercial corridors, experience disconnected land use, have infrastructure shortcomings like lack of signalized intersections and safe midblock crossings, and have disadvantaged groups who depend on transit.
- Many of the priority segments reviewed are located in areas with bars and restaurants that attract pedestrian activity at night.
- Participants recommended increasing nighttime enforcement to address impaired driving, impaired pedestrians, and impaired bicyclists.
- Participants recommended improved lighting to increase pedestrian and bicyclist visibility.
- Participants recommended increased speed enforcement and implementing speed management countermeasures to reduce speed, especially in locations with high traffic volumes.
- Participants noted that distracted driving is also a major problem.
- 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 3HSP and share data, data analyses, and ideas. The FDOT State Safety Office provides crash data to all locals via Signal 4 Analytics.
- Several jurisdictions in Florida have adopted a formal vision zero policy and have developed or are in the process of developing Vision Zero Action Plans. The alignment of safety priorities across jurisdictions at multiple levels throughout the state is continuing to grow and reflects a strong commitment to safety, particularly, with a vision of eliminating traffic fatalities.

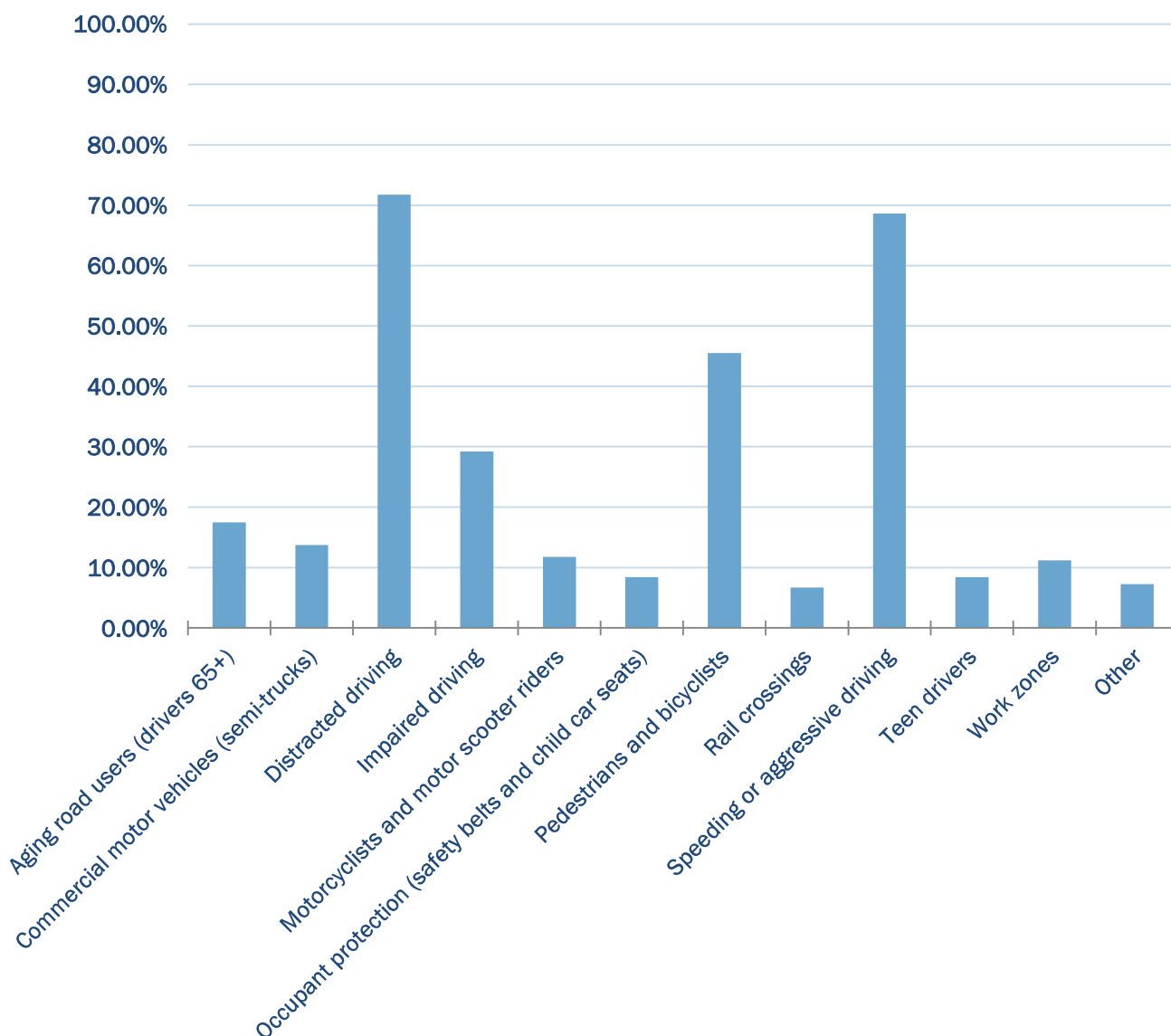
PP&E ACTIVITIES AND OUTCOMES

STATEWIDE 3HSP ENGAGEMENT SURVEY

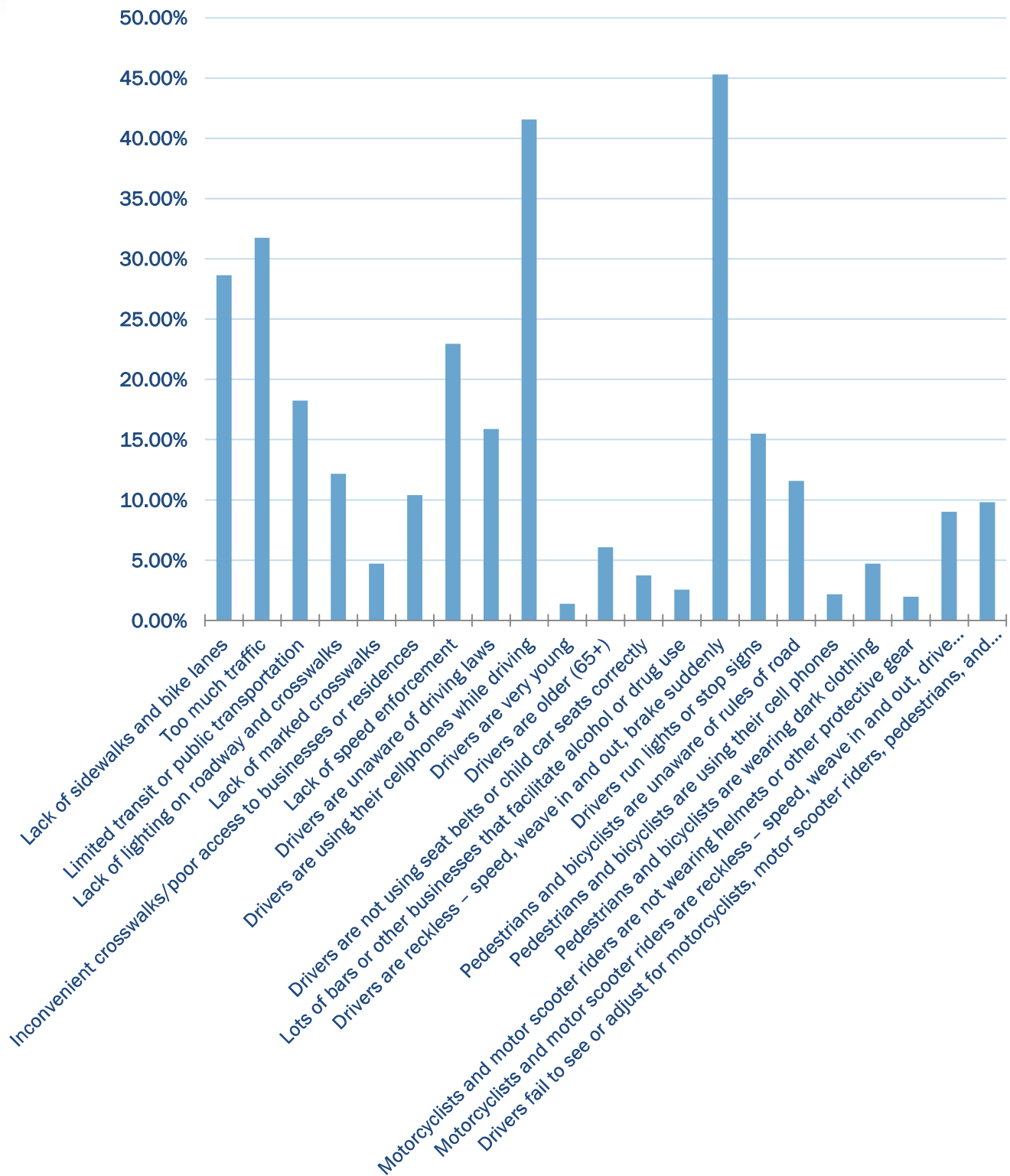
The FDOT State Safety Office developed and conducted a statewide survey aimed at all of Florida to determine the public perception of safety in their communities and offer suggestions on how FDOT could improve safety in their communities. The survey was distributed to the public through the extensive network of partners who are stakeholders. 501 responses were received. Survey responses were collected between January 30, 2024, and March 31, 2024.

The Statewide 3HSP Survey included the following questions and potential responses (responses summarized below each question):

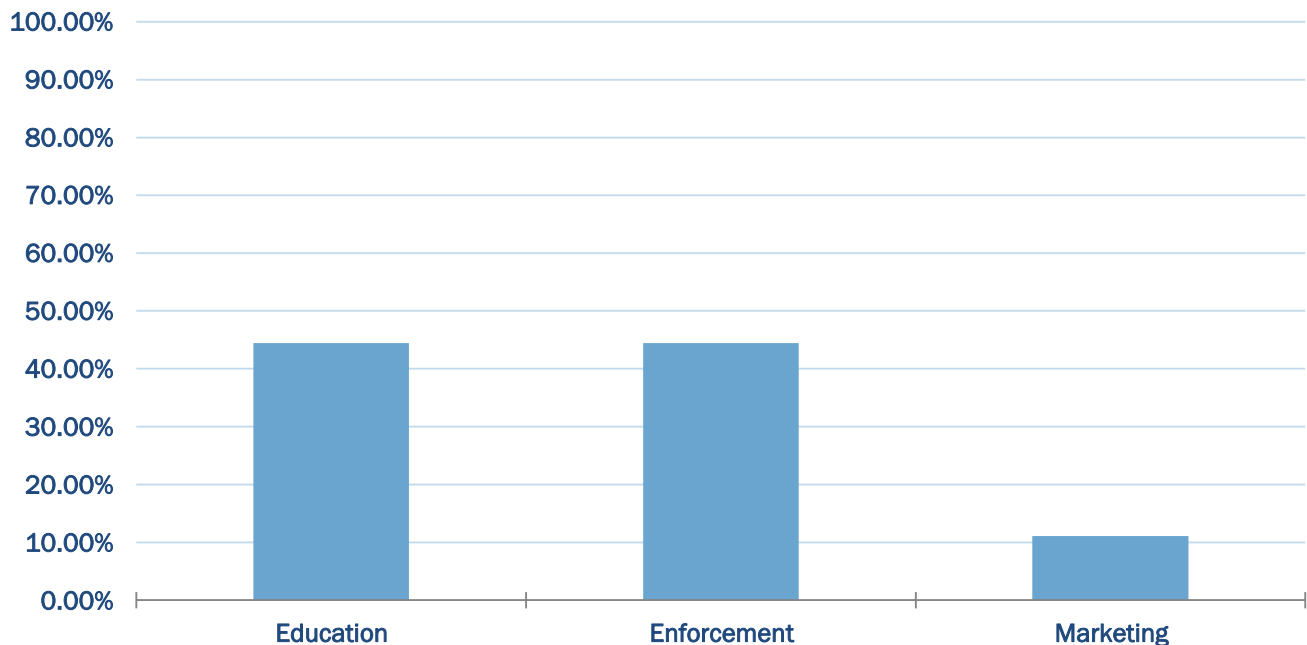
1. Based on the road safety concerns listed below, which of the following are most important to you? (choose 3):



2. What causes the safety issues in your community? (choose 3):



3. Based on the list of activities listed below, please identify how FDOT should address safety concerns in your community? (choose 1):



4. Please identify where you think additional safety interventions need to occur.

- At a specific intersection, please indicate where:
- At a specific roadway, please indicate where:
- A specific city, please indicate where:
- A specific county, please indicate where:
- How can we best address the traffic safety concerns in your community?

5. Based on your answers to questions 3 and 4, identify what safety intervention (3) should occur at that location (4). *For example, enforcement in Orange County.*

[Free Response]

6. How can we best address the traffic safety concerns in your community?

[Free Response]

Two additional optional questions were included to allow respondents to provide additional comments or suggestions specific to the development of the 3HSP and demographic information about themselves and their specific community.

This survey was adapted and used for in-person engagement in the affected community surrounding Broward Boulevard, giving community members multiple options to provide their input including written, verbal, and digital platforms in multiple languages.

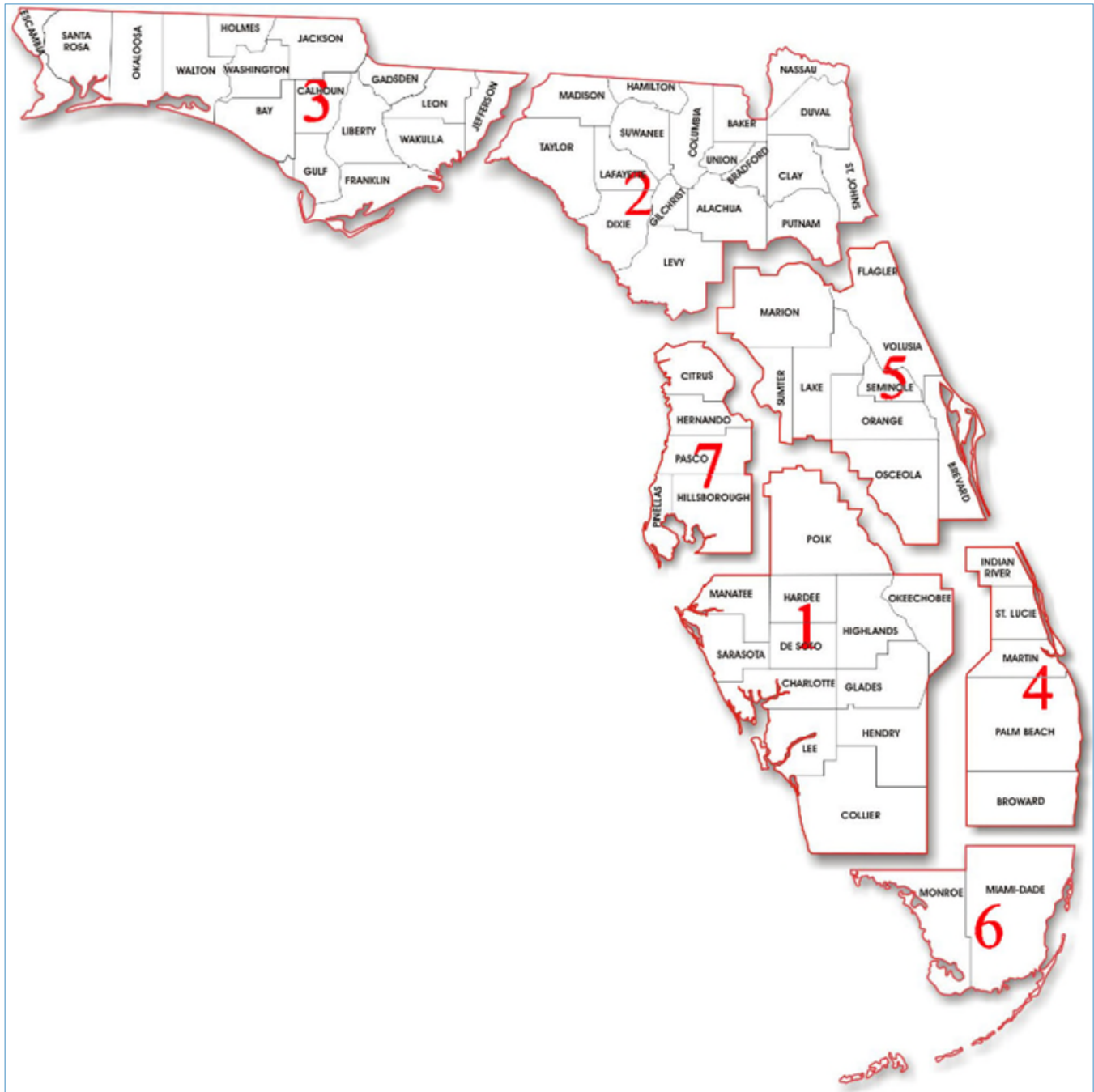
Summary of Feedback Received

- Respondents believed distracted driving, pedestrian and bicyclist safety, speeding, and impaired driving were the most important safety concerns to be addressed in Florida's 3HSP.
- Respondents believed increased speed enforcement would help improve safety in their communities and should be well represented in Florida's 3HSP.
- Respondents recommended allocating additional funding for increased law enforcement and improved lighting to eliminate pedestrian and bicyclist fatalities.
- Respondents recommended additional public education on traffic laws and traffic safety best practices to help create a safe driving/walking/bicycling culture.



FDOT DISTRICT-LEVEL COMMUNITY OUTREACH

The Florida Department of Transportation is a decentralized agency with over 6,000 employees and is made up of seven districts. There is a Safety Office and Communications Office within each FDOT District that work directly with their communities to identify safety needs and develop solutions. All seven districts work closely with the FDOT Central Office and collaborate with one another to address projects, planning efforts, and challenges that cross district boundaries.



The FDOT State Safety Office has leveraged this decentralized structure to ensure there are multiple opportunities to engage and receive feedback from the public for all safety-related activities, including the 3HSP update. For example, FDOT District Seven in Tampa holds community conversations, organized through local homeowner associations, to directly receive input from affected communities with traffic safety needs, especially in areas identified as underserved or those communities overrepresented in traffic crash fatality, and serious injury data. Additionally, FDOT District Six (Miami-Dade) meets quarterly with the Miami-Dade MPO specifically to review bicycle and pedestrian safety issues and projects. 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, Creole, and English. Targeted engagement for the 3HSP was discussed with District Secretaries and their staff, including the District Safety Administrators, and the District Teams have provided all feedback received related to the development of Florida's 3HSP to the FDOT State Safety Office. Observations from community engagement practices include:

- There are many community participants engaging in conversations about the road safety of their communities including residents, civic leaders, community advocates, local partners, MPO boards, Citizen Advisory Committees (CACs), Community Traffic Safety Teams (CTST), Community Oversight Advisory Team, law enforcement, Traffic safety coalitions, and FDOT.
- Many commonly practiced engagement strategies are being used such as pedestrian and bicycle safety educational and enforcement campaigns, educational materials (multiple languages) distribution, helmet fitting, educational bike-rides, media/press releases, safety pop-up events, digital and print advertisements, community meetings, and workshops.
- There are ongoing/planned VRU safety improvement projects on the identified priority segments such as pedestrian crossing signal and signage, median and sidewalk enhancement, pavement marking, improved lighting, and safety audits.

ENGAGEMENT TO PROTECT SAFETY OF HOMELESS PEDESTRIANS

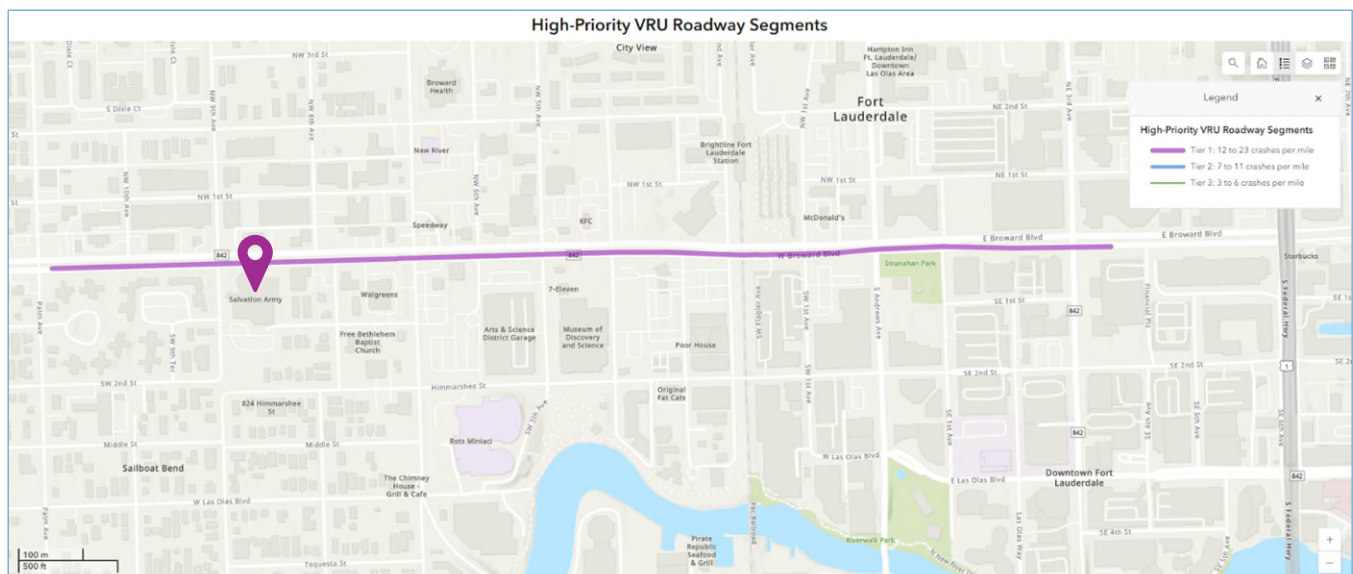
FDOT District 3, in the upper northwest of the state, experiences a disproportionate number of fatal and serious injury crashes located in traditionally underserved and underrepresented socioeconomic areas. These locations were near homeless shelters, and many the traffic fatalities and serious injuries involved the homeless population crossing the roadway on their way to or from the shelters. The District is already working on projects to improve the pedestrian safety experience, including lighting improvements and has been working to strengthen partnerships with homeless advocacy groups to offer additional targeted education and practical safety items, like reflective wear. FDOT District 3 has also proactively identified key corridors, many of which were also identified as priority VRU corridors, to invest over \$10 million in pedestrian and bicycle safety improvements.

PRIORITY COMMUNITY ENGAGEMENT ACTIVITIES AND OUTCOMES

Priority Engagement: Broward Boulevard Affected Community

Recognizing the urgent need to address traffic safety in high-risk areas, the FDOT State Safety Office identified Broward Boulevard in Broward County, Florida, as a top priority for community engagement.

- This decision was based on extensive data analysis that evaluated crash types, locations, and community demographic information, revealing that this road segment had the highest number of vulnerable road user (VRU) fatal and serious injury crashes in the state.
- It is the number one identified segment in Florida's VRU Safety Assessment.
- Broward Boulevard is a principal arterial roadway in Broward County (Southeast Planning Region, District 4) with a posted speed limit of 40 mph. The priority segment between Palm Avenue and SE 4th Avenue had the highest number of vulnerable road user fatal and serious injury crashes (23) in the state between 2017 and 2021, and two-thirds of those crashes occurred at night.
- The community surrounding this segment is predominantly White (72.2%) and non-Hispanic or Latino (80.6%), with an average age of 37.1 years old and a median income of \$109,543. Women make up 56% of the community. (note: the race/ethnicity data is from the U.S. Census and these two categories are non-exclusive.)



The PP&E event, coordinated and conducted by the FDOT State Safety Office, including the FDOT State Safety Office Traffic Safety Administrator and FDOT State Safety Office PIO, along with the FDOT District 4 Safety Office, including the FDOT Community Traffic Safety Team Coordinator, in partnership with the Florida Highway Patrol (FHP) and the Fort Lauderdale Police Department, directly engaged the identified affected community surrounding Broward Boulevard.

The site was co-located with the Salvation Army Fort Lauderdale Corps because this area was determined by the FDOT Community Traffic Safety Team Coordinator and the FDOT State Safety Office as the area that is likely to experience the greatest amount of vulnerable road user traffic. Because the average income in this area is relatively high, the location of the event near the Salvation Army site aimed to help ensure our team could encounter members of the public from a wider range of socio-demographic strata.

Outreach involved FDOT and law enforcement partners setting up Americans with Disabilities Act (ADA)-accessible informational pop-up booths. The team also provided a traffic safety presentation at a Home League community event at the Salvation Army. The event contained many older African American women from diverse socioeconomic backgrounds who expressed concerns regarding speeding, aging road users, and distracted driving.

In short, this approach helped FDOT ensure that those engaged and those who provided input were VRU populations in those areas. FDOT chose to partner with the local community and conduct engagement in coordination with an ongoing community event to get the most possible participation from the affected community members. Further, the participants who provided feedback FDOT were clearly a diverse cross-section of vulnerable road users in the affected community. They were physically traveling in the community by nonmotorized means. As users of the nonmotorized road infrastructure, they are exposed to the risk that the road segment imposes and are a part of the crash risk in the area.

The team collected feedback from residents with the options of verbal and virtual surveys in multiple languages designed to gather feedback on key recommendations for the countermeasures and priority locations included in the 3HSP. The outreach event provided an opportunity for community members to engage in one-on-one conversations with traffic safety officials. A more detailed explanation of FDOT's commitment and approach to accessibility is described below.

Summary of Notable Feedback Received

Significant feedback was gathered from approximately 60 participants, including transit riders, pedestrians and bicyclists, aging road users, and community leaders living and working in the community. The event provided valuable insights into community concerns and priorities regarding traffic safety.

- Participants highlighted the importance of addressing various traffic safety issues such as distracted driving, pedestrian and bicyclist safety, speeding, and impaired driving.
- There was a strong desire expressed for increased enforcement of traffic laws, particularly to address speeding and other driver behaviors.
- The community emphasized the need for more educational initiatives to foster a culture of safe driving, walking, and bicycling.
- Community members and leaders expressed how the availability of engagement items for the public such as t-shirts, stickers, reflective items, flashing lights, and other materials is valuable and these items can either serve a safety purpose or serve as a constant reminder of traffic safety messaging.

- The positive reception of this event led to an invitation for the FDOT District 4 safety office to return for additional outreach and input sessions.

Incorporation of Feedback into Highway Safety Planning

- One of the issues identified by community members as a major problem at this site is speed management. Community members requested additional speed enforcement to improve traffic safety. The AGA describes the implementation of a Broward Aggressive Safety and Enforcement Project that will directly affect this roadway risk.
- To address and incorporate the feedback received, the FDOT State Safety Office is actively increasing recruitment efforts with local law enforcement agencies to increase local participation in subgrant opportunities and increase the frequency of educational outreach and enforcement on distracted driving, pedestrian and bicycle safety, and speeding and aggressive driving activities.

This feedback underscores the community's commitment to partnering with local law enforcement and traffic safety officials to effectively address and mitigate traffic safety issues. Community members showed a genuine interest in continuing the dialogue and working collaboratively with traffic safety officials.



ACTIVITIES TO SUPPLEMENT COMMUNITY ENGAGEMENT

In addition to PP&E activities, FDOT has benefited from other engagement as well. While the groups described below may sometimes be an indirect conduit for community input, they contain elected and appointed members that represent their communities, and they are invaluable to help frame and contextualize direct public input gathered.

FTP Steering Committee

The Florida Transportation Plan (FTP) Implementation and Steering Committee consists of 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 (CAA), providers for those transportation-disadvantaged, and county health departments. Since 2015, the committee has provided input into the development of the state's SHSP and provides input on an ongoing basis to the Department's safety plans, including this one.

The update of the SHSP involves significant statewide community engagement. The 2021-2026 SHSP development process included a Vision Zero workshop with 225 attendees, six meetings of a Safety Committee that included 150 attendees, Safety Coalition meetings that involved 200 participants, 247 briefings with more than 12,800 attendees as of the Florida Transportation Plan development, and social media outreach with more than 78,000 impressions.

This Steering Committee of partners and stakeholders has been critical in not only identifying and supporting the vision and priorities for guiding Florida's transportation future, but it also facilitates valuable outreach partners with extensive networks that go well beyond the reach of the FDOT State Safety Office alone. Using the FTP Steering Committee to inform the development and update of Florida's SHSP, and in turn, the HSIP and 3HSP, is an intentional alignment of resources to ensure the priorities of these overarching planning efforts inform everything the FDOT State Safety Office does.

The Steering Committee has generally encouraged FDOT to integrate Safe System solutions into the 3HSP, including speed management, Complete Streets, and context classification. The Steering Committee has also encouraged enhancement of data and tools for supporting strategic decision-making, such as the use of real-time data and predictive analysis.

The FTP Steering Committee was also asked to share the Statewide 3HSP Engagement Survey to affected communities in their distribution networks (outcomes described above).

Florida Traffic Safety Coalitions

The FDOT State Safety Office regularly engages and coordinates with seven active traffic safety coalitions with approximately 375 individual representatives who meet quarterly. Florida's Traffic Safety Coalitions include the following which align with a number of Florida's SHSP Emphasis Areas:

- Florida Impaired Driving Coalition
- Florida Motorcycle Safety Coalition

- Florida Occupant Protection Coalition
- Florida Pedestrian and Bicycle Safety Coalition
- Florida Safe Mobility For Life Coalition
- Florida Teen Safe Driving Coalition
- Florida Traffic Records Coordinating Committee

Florida's traffic safety coalitions comprise a wide range of stakeholders, public and private agencies, advocacy groups, and the public specific to each coalition. Each of these stakeholders is an active representative for their affected community and active in sharing the information provided by their communities and stakeholders with the traffic safety coalitions and bringing solutions back to their communities.

These coalitions each are charged with producing topical statewide strategic plans (available [here](#)) and each of these plans contain detailed recommendations that have directly shaped Florida's highway safety program. For instance, the Traffic Records Coordinating Committee is required as a condition of receiving Section 405 (c) funding and the Traffic Records Strategic Plan guides the allocation of traffic records resources from FDOT's NHTSA-funded initiatives. The Florida Teen Safe Driving Coalition has facilitated the creation of teen driver safety resources that are used in subgrant-funded activities. The Florida Impaired Driving Coalition has helped focus subgrant-funded impaired driving prevention efforts, raise awareness of subgrant-funded resources, and produce new impaired driving materials of value to the criminal justice and traffic safety communities. The Florida Occupant Protection Coalition has provided similar benefits for occupant protection initiatives.

Some additional notable feedback collectively from several coalitions that was incorporated into Florida's 3HSP includes taking a proactive approach to preventing traffic fatalities and serious injuries through extensive education and outreach activities; improving the state's culture of traffic safety; implementing planning, design, and operational solutions that reduce and eliminate traffic fatalities and serious injuries; and improving Florida's traffic records data system.

Each quarterly coalition meeting is open to the public and the Pedestrian and Bicycle Safety Coalition regularly receives public comments. Specific comments considered in the development and updated of the Florida 3HSP include:

- Increase distribution of helmets and child safety seats to families in need to ensure everyone is able to travel with proper safety equipment.
- Implement complete streets countermeasures in communities with pedestrian and bicyclist fatalities and serious injuries to improve walking and bicycling conditions and eliminate pedestrian and bicyclist crashes.

- Introduce pedestrian barriers in locations with pedestrian and bicyclist fatalities outside of designated crosswalks to influence behavior and encourage crossing at designated crosswalks.

The FDOT State Safety Office also met with each of Florida's Traffic Safety Coalitions during their meetings and asked them to promote the Statewide 3HSP Engagement Survey to affected communities they engage with (outcomes described above). The FDOT State Safety Office also asked that Traffic Safety Coalition members use ongoing outreach and engagement events as an opportunity to gather input for the development and update of Florida's 3HSP.

Florida's Community Traffic Safety Teams

Florida's Community Traffic Safety Teams (CTSTs) are multi-jurisdictional, locally based groups of traffic safety advocates and stakeholders committed to a shared vision of improving safety in their communities. There are 50 CTSTs meeting regularly throughout the year all over the state, each one with a unique range of perspectives in their membership that reflects the communities they are working in. Each FDOT District has a CTST Coordinator that works closely with the CTSTs in their geographic region.

The FDOT State Safety Office relies on the strong relationships and robust communication networks Florida's CSTS have built within their communities to share information about traffic safety efforts and receive feedback on traffic safety challenges and needs. To support the update of the 3HSP, the FDOT State Safety Office asked all CTST Coordinators to promote the Statewide 3HSP Engagement Survey to affected communities in their geographic regions to streamline the collection and integration of community feedback. The FDOT State Safety Office also asked that CTSTs use ongoing outreach and engagement events as an opportunity to gather input for the development and update of Florida's 3HSP.

Summary of Notable Feedback Received

- Increase law enforcement activity, especially for distracted driving, speeding, and pedestrian and bicycle safety.
- Increase education and outreach activities to improve traffic safety awareness.

Incorporation of Communities' Comments and Views

The FDOT 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. All input received from our MPOs, Regional Planning Councils (RPCs) and local agencies, which are representatives of our affected communities, is carefully considered and important input to inform our 3HSP strategies. For the feedback listed above:

- To address the specific feedback from the affected community surrounding Broward Boulevard, FDOT has begun recruiting current and perspective subgrant recipients to do additional education and enforcement, specifically in Tier I VRU Segments, related to distracted driving and speeding/aggressive driving. FDOT will continue to prioritize investment into distracted driving and speeding/aggressive driving countermeasures.
- 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 Countermeasures, among others.
- The needs of vulnerable populations, like homeless bicyclists or pedestrians, are addressed in the Pedestrian and Bicycle Safety Countermeasures.
- 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.

PP&E PLANS FOR THE FUTURE

PP&E is not an effort for a single program year, but rather an ongoing responsibility and opportunity for all states to continue to incorporate meaningful public input into the highway safety planning process.

STATE'S GOALS FOR FUTURE PUBLIC ENGAGEMENT EFFORTS

The FDOT State Safety Office intends to maintain the same goals for public engagement efforts described above, though these goals may be potentially revisited for the next 3HSP.

ACCESSIBILITY FOR FUTURE PUBLIC ENGAGEMENT

FDOT will continue its commitment to providing accessible options for members of the public to provide input on traffic safety programs. One area that the FDOT State Safety Office is evaluating for future years is to include closed captioning or sign language for virtual meetings and evaluating the need and ability to support multilingual audiences.

FUTURE IDENTIFICATION OF AFFECTED AND POTENTIALLY AFFECTED COMMUNITIES

The FDOT State Safety Office is considering several potential steps to enhance the identification of affected and potentially affected communities over the next two years and beyond. These efforts may be influenced by various factors, including problem identification, PP&E outcomes, SHSP, and other safety plan development, as well as resources, staff, logistics, and other planning considerations. Future PP&E activities could involve additional data analysis to support and refine these efforts. These potential steps include:

- **Apply VRU Method to Other Issues:** Expanding data-driven analysis to other SHSP Emphasis areas and priorities beyond pedestrian and bicyclists, including Occupant Protection. This analysis could rely on similar methodology as Florida's VRU Safety Assessment, identifying communities most affected by specific crash types.
- **Identify and reach out to communities affected by specific issues (Occupant Protection):** A deeper analysis of data, such as the universe of data available in Florida's Safety Integration Space, to consider communities or groups over-represented by specific crash characteristics. This analysis can stratify more localized, specific traffic safety risks or driver profiles, so that PP&E outreach and safety program delivery can be made more locally relevant. For instance, occupant protection remains a significant fatal crash factor in Florida. Despite significant progress made in increasing the usage of safety belts, nearly 40 percent of Florida's 2022 fatal crashes involved an unrestrained or improperly restrained occupant (excluding emphasis areas that do not involve a restraint system). Florida could identify communities with low safety belt or child safety seat use most commonly associated with fatal and serious injury crashes involving unrestrained or improperly restrained occupants and conduct targeted outreach in those communities.
- **Keep VRU Validated:** Refresh Florida's VRU Safety Assessment and ensure it continues to be an accurate index for general traffic safety challenges throughout the state. This includes the update of the VRU Safety Assessment that will occur in the next SHSP update.

ADDITIONAL STEPS PLANNED TO BE TAKEN TO REACH AND ENGAGE AFFECTED COMMUNITIES

To build on the PP&E that has already been carried out, the FDOT State Safety Office is considering taking several steps over the next two years and beyond to further enrich and systemize the PP&E process. These actions will be impacted by a variety of factors, including problem identification, PP&E outcomes, SHSP and other safety plan development, as well as resources, staff, logistics, and other planning considerations.

The primary investment will be to continue the path to implement PP&E activities in the remaining 21 VRU Tier 1 segments. Over the next two years, FDOT will prioritize PP&E in the communities surrounding the top 10 Tier 1 VRU segments listed in the table below.

Rank	Segment Name	VRU Crashes	County
2	Cortez Road	20	Manatee
3	14 th St W	19	Manatee
4	Sunrise Blvd	19	Broward
5	US-19	19	Pasco
6	Alton Road	18	Miami-Dade
7	US-19	17	Pinellas
8	Orange Blossom Trail	17	Orange
9	34 St N	16	Pinellas
10	SR-582/E Fowler Ave	16	Hillsborough

The FDOT State Safety Office also plans to revisit the affected community surrounding the segment of Broward Boulevard selected for initial engagement to understand how adjustments to the 3HSP have impacted their community and record additional feedback to further address safety concerns relevant to the 3HSP.

FDOT may also take any of the following steps:

- **Make All FDOT State Safety Office PP&E More Systematic:** Further systemizing the nature of PP&E engagement statewide, such as asking consistent questions of the public about traffic safety generally, questions about locally relevant traffic safety topics and programs, and the alignment of questions with the 3HSP program areas to optimize the value of this input for planning purposes. As described above, any future PP&E activities will be carried out with reasonable accommodations to ensure accessibility.
- **Develop a Statewide PP&E Plan:** The FDOT State Safety Office will develop a more comprehensive statewide PP&E plan that incorporates existing outreach efforts and specific 3HSP initiatives to support the State Safety Office's PP&E efforts. Recognizing the extensive reach of FDOT, an agency with over 6,000 employees, including district safety offices, this plan will leverage the collective capabilities and

resources across the department to enhance outreach. The office will consider the following for incorporation into the Statewide PP&E Plan:

- » **Public Comments on Next 3HSP:** Publishing a draft of Florida's next 3HSP for public comment before finalizing.
- » **Hosting Community Events with Better Marketing:** Continuing to host community engagement sessions, incorporating specific 3HSP outreach efforts into existing activities. This includes pop-up engagements, listening sessions, focus groups, virtual events, and more, aiming to accommodate diverse community needs and preferences.
- » **Enhancing Awareness of FDOT Public Engagement Activities:** Improving advertising for existing public engagement opportunities, such as Traffic Safety Coalitions and Grant Information Webinars. The strategy will ensure broader awareness and participation, with mechanisms for virtual feedback to bolster accessibility and specific 3HSP outreach initiatives included.
- » **Conducting More Surveying:** Planning another statewide public survey before the next 3HSP, with possible mini-surveys in 2025 or 2026 targeting specific communities. This remote feedback collection aims to make public participation more accessible and incorporates specific 3HSP outreach efforts.
- » **Leveraging Other FDOT Non-Safety Projects for Public Engagement:** Based on data analysis, the FDOT will prioritize outreach in relevant communities, leveraging public engagement in other FDOT projects for PP&E purposes. This includes gathering input during transportation planning processes and ensuring questions align with 3HSP outreach efforts.
- » **Leveraging FDOT District Offices for Public Engagement:** As part of a statewide PP&E plan, leveraging district offices. This plan will include targeted communities, uniform documentation mechanisms, and strategies for engaging local organizations and optimizing event marketing, incorporating ongoing and planned 3HSP outreach efforts.
- » **Leveraging CTSTs for Public Engagement:** As part of a statewide PP&E plan, leveraging CTSTs, targeting communities, standardizing public input documentation, and engaging local organizations. The plan will integrate 3HSP outreach efforts to enhance public engagement.
- » **Engaging Subrecipient for Public Engagement:** More intentionally engaging subrecipients to host and facilitate local PP&E events. This includes communicating PP&E goals and identifying project-specific synergies for community engagement. Subrecipients will be encouraged to identify underserved or overrepresented communities as part of their problem identification, incorporating specific 3HSP outreach efforts.

- » **Engaging MPOs for Public Engagement:** Building on existing consultation, identifying MPOs to host traffic safety sessions at public meetings. This approach leverages pre-existing events and venues, reducing costs and incorporating ongoing 3HSP outreach efforts.

FURTHER PLANNED ACTIVITIES TO SUPPLEMENT PP&E

The FDOT State Safety Office is considering various planned activities that, while not directly engaging the public, are relevant to processing PP&E. These activities support the overall PP&E process and enhance its effectiveness. The office recognizes the importance of these supplementary activities and will consider the following steps:

- **SHSP Development to Inform PP&E:** The update of the FTP was kicked off in May 2024 and includes the establishment of a Safety Focus Group, a subcommittee of the FTP Steering Committee responsible for providing specific feedback to the FTP Safety Goal as well as the development and update of Florida's SHSP. The FDOT State Safety Office will be able to continue to rely on the extensive outreach network of the FTP Steering Committee and new Safety Focus Group to engage the public and affected communities on safety issues to inform future updates of the 3HSP. As FDOT prepares for the next SHSP, we will be considering how we can best incorporate public input and how those engagements can be leveraged for this PP&E process.
- **Diversifying Partnerships in Affected Communities:** The FDOT State Safety Office will consider how to grow and expand the number of third-party community and local agency partnerships that serve affected communities to further enrich the PP&E process. Community organizations and local agencies can help inform how PP&E should be carried out, as well as provide input that can supplement public comments and help to better understand traffic safety problems and the needs and wants of local community members. To support this strategy, the FDOT State Safety Office will engage its CTSTs, FDOT District Offices, LELs, and subrecipients to enlist their support by making recommendations that are relevant locally.

INCORPORATION OF AFFECTED COMMUNITY COMMENTS AND VIEWS INTO DECISION MAKING, AND FUTURE ANTICIPATED PROGRAM IMPROVEMENTS BASED ON PUBLIC PARTICIPATION AND ENGAGEMENT

The FDOT State Safety Office intends to create a workflow process to organize the feedback collected in all of the PP&E input described above. Public input will be assessed for relevance to the state's highway safety program, organized by 3HSP program area and, as applicable, countermeasure strategy and/or individual project, and synthesized into discrete, meaningful recommendations. Each recommendation will be considered for implementation feasibility for either the following year's AGA, the next 3HSP, or sooner, depending on the recommendation. As required by 23 CFR 1300.35, the FDOT State Safety Office will provide a narrative description of the PP&E efforts carried out and how those efforts informed projects implemented under countermeasure strategies during the applicable grant year. Incidentally, because FDOT will consult the 3HSP and AGAs in order to update the next SHSP, the seeds of public input will hopefully continue to bear fruit outside of only NHTSA-funded programs.

As described above, FDOT will also continue to evaluate the effectiveness of PP&E activities and incorporate new approaches and strategies to better connect to affected, underrepresented, and underserved populations.



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PERFORMANCE PLAN

PERFORMANCE MEASURES

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.

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)

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)

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)

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.



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 forecasted 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.



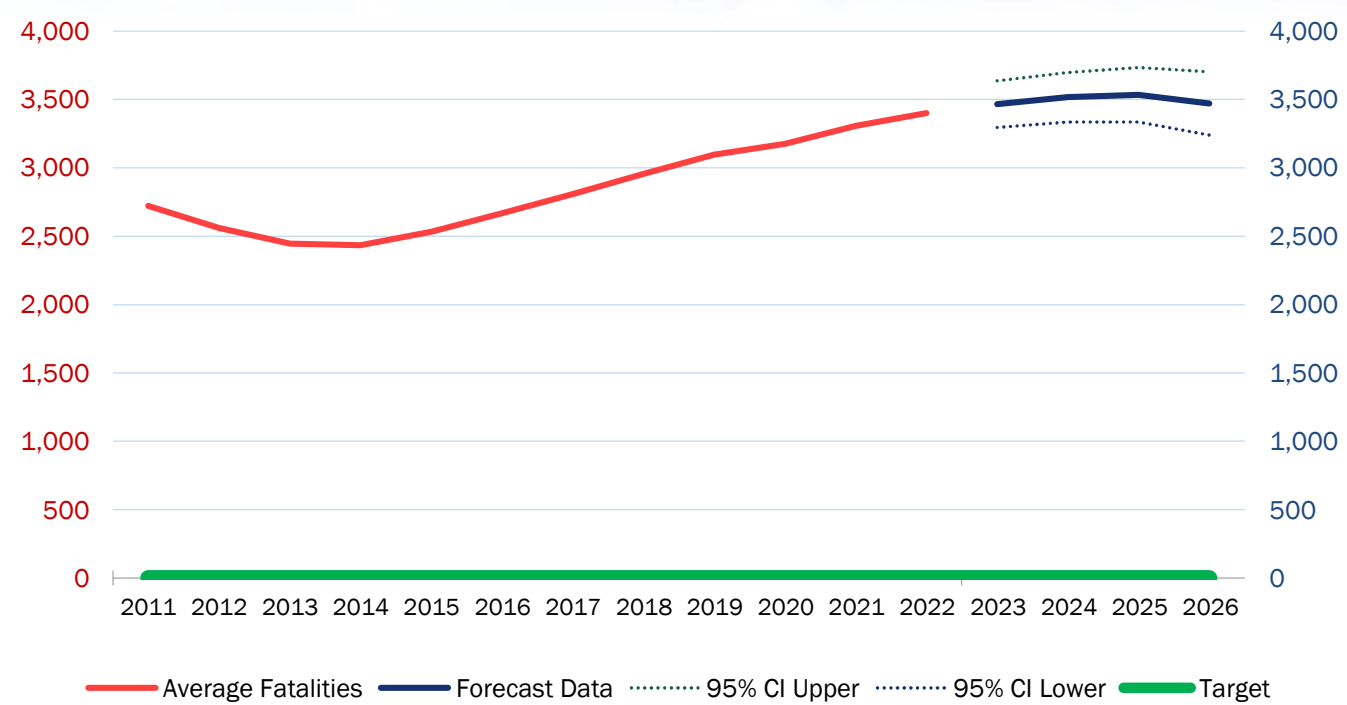
C1—Number of Traffic Fatalities

- **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.

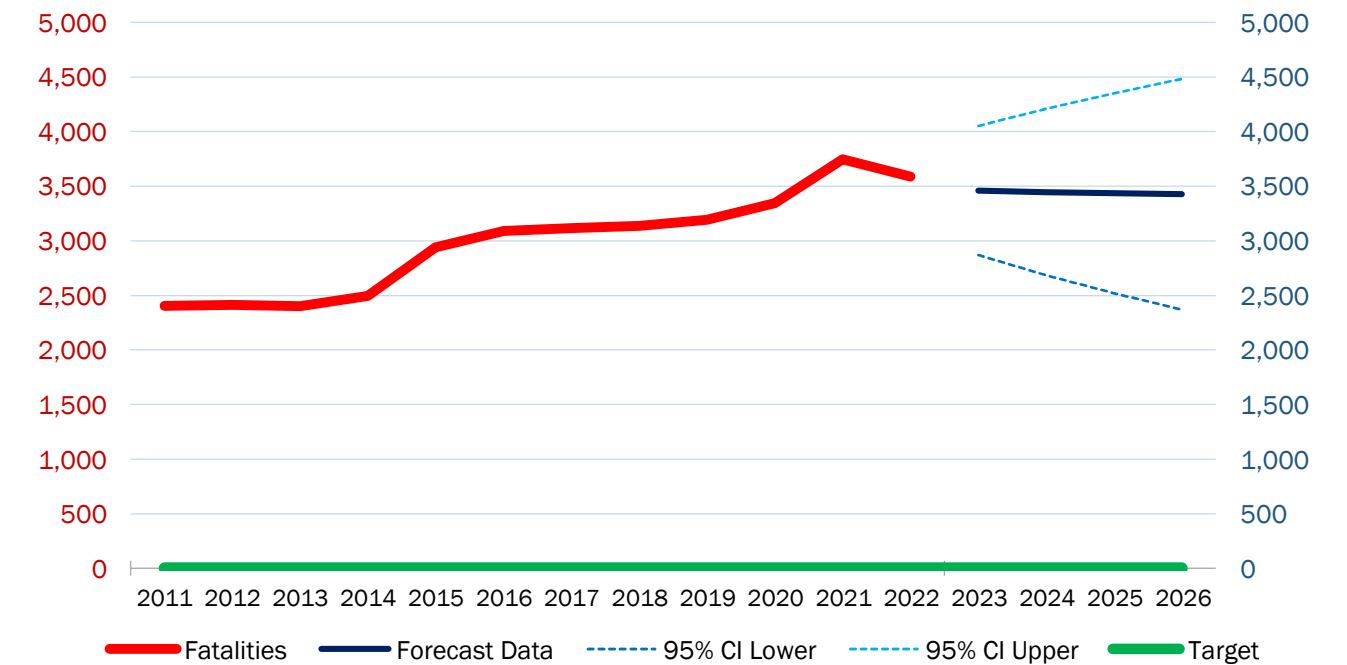
Core Outcome Measures		Measure Type		2023	2024	2025	2026
C-1	Number of fatalities	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	4,052	4,208	4,350	4,482
			Lower	2,868	2,683	2,520	2,369

- **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.



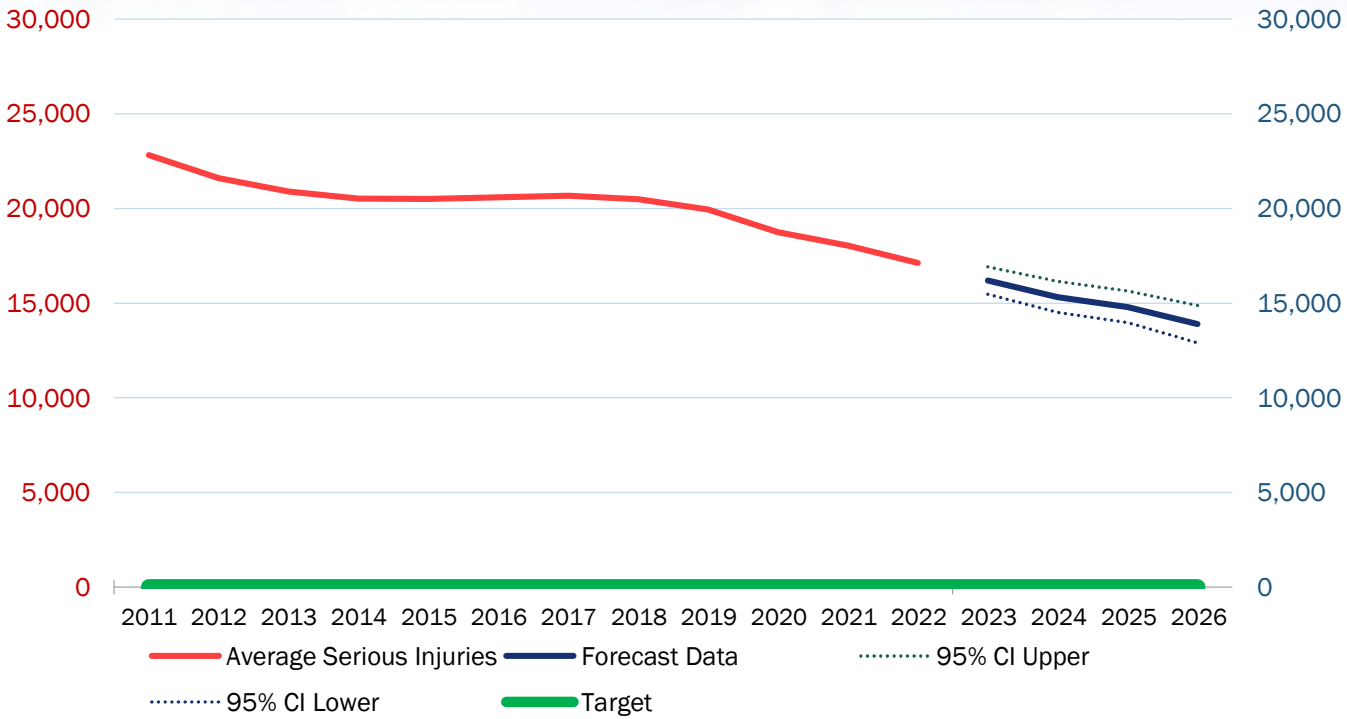
C2—Number of Serious Injuries

- **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.

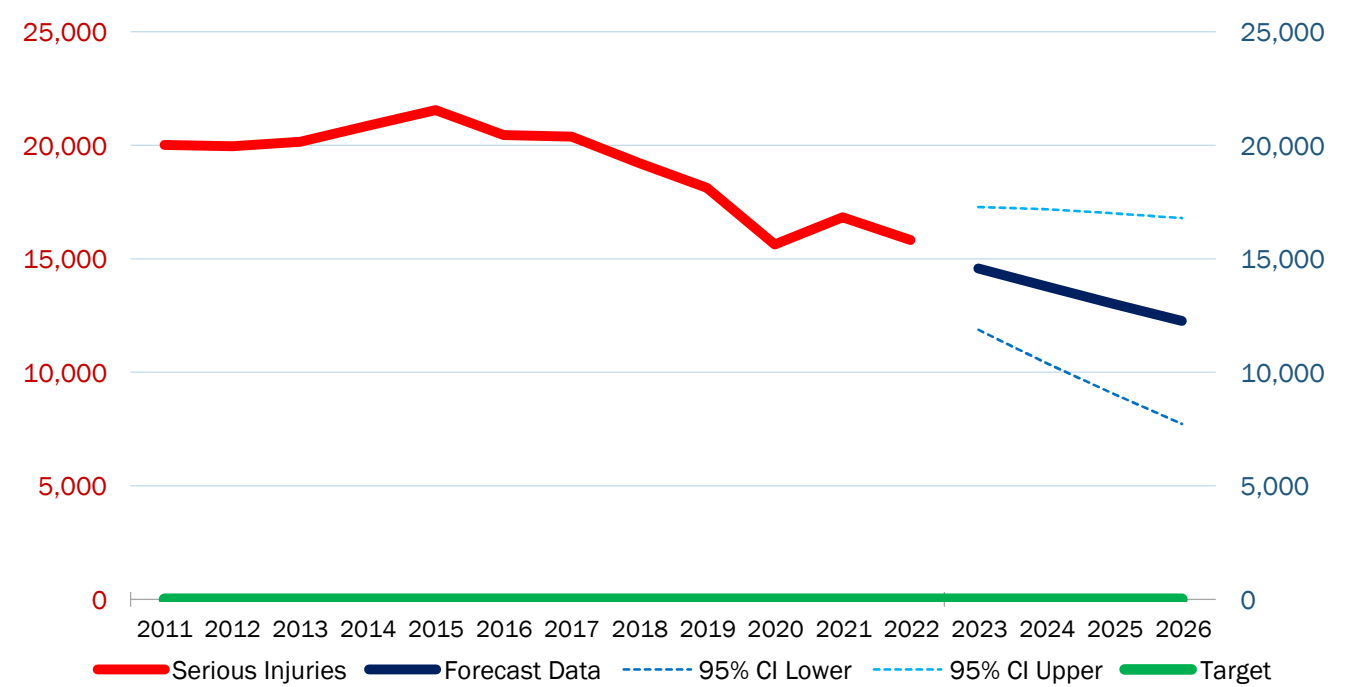
Core Outcome Measures		Measure Type		2023	2024	2025	2026
C-2	Number of serious injuries	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	17,274	17,177	16,988	16,785
			Lower	11,866	10,404	9,039	7,722

- **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.



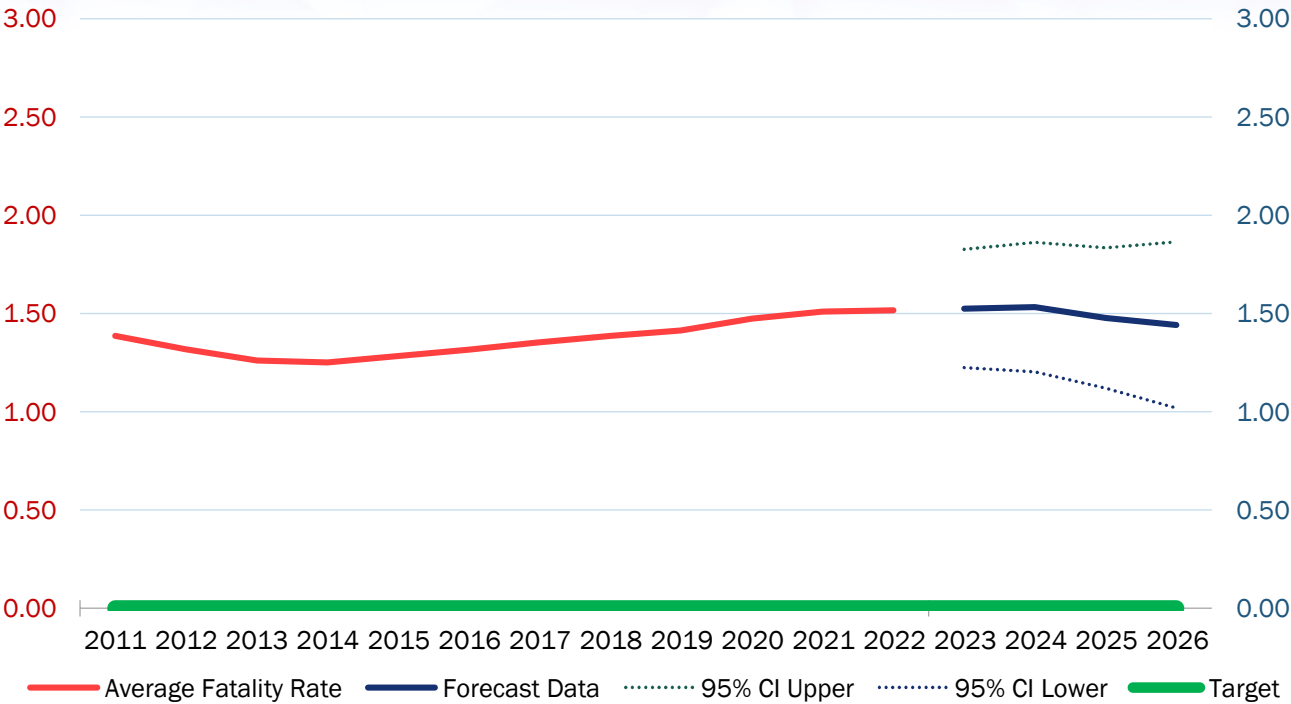
C3—Fatality Rate

- **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.

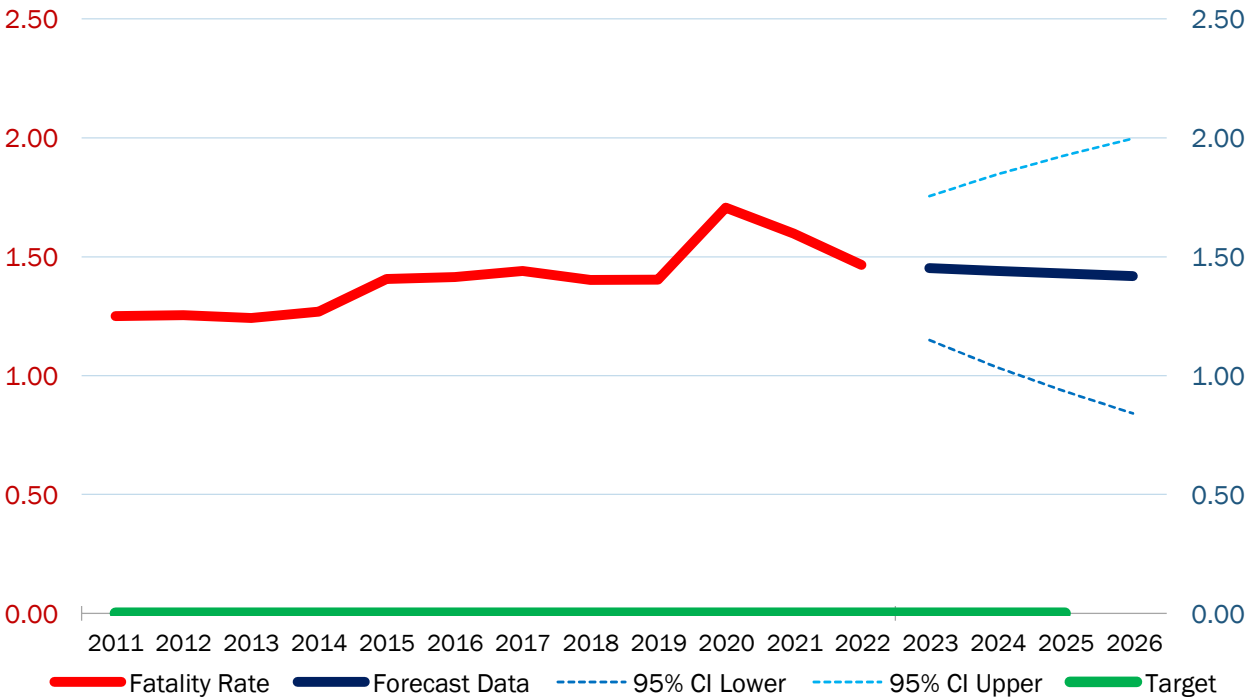
Core Outcome Measures		Measure Type		2023	2024	2025	2026
C-3	Fatality rate per 100 VMT	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	1.75	1.85	1.93	2.00
			Lower	1.15	1.03	0.93	0.84

- **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.



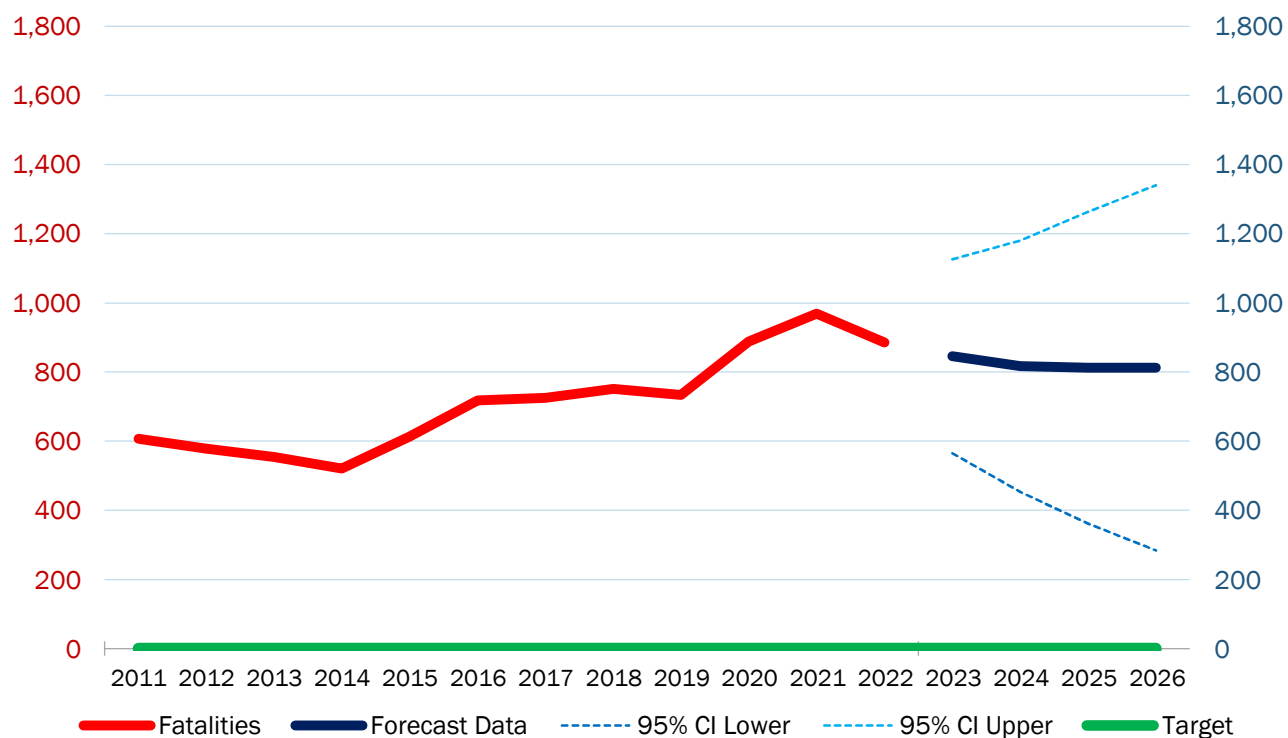
C4—Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seating Positions

- **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	Upper	1,126	1,180	1,263	1,340
		Forecast	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 seating positions for each year and the data forecasts for 2023 through 2026.



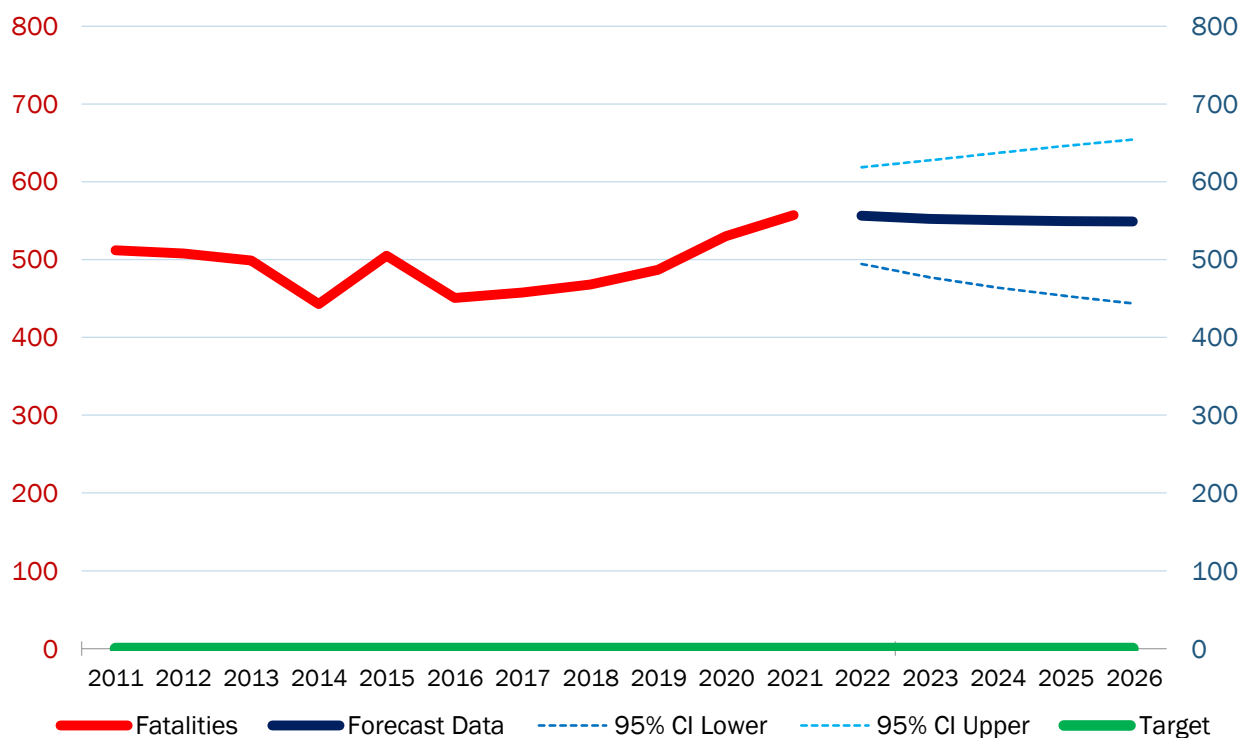
C5—Number of Fatalities Involving Driver or Motorcycle Operator with a 0.08 BAC or Above

- **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.



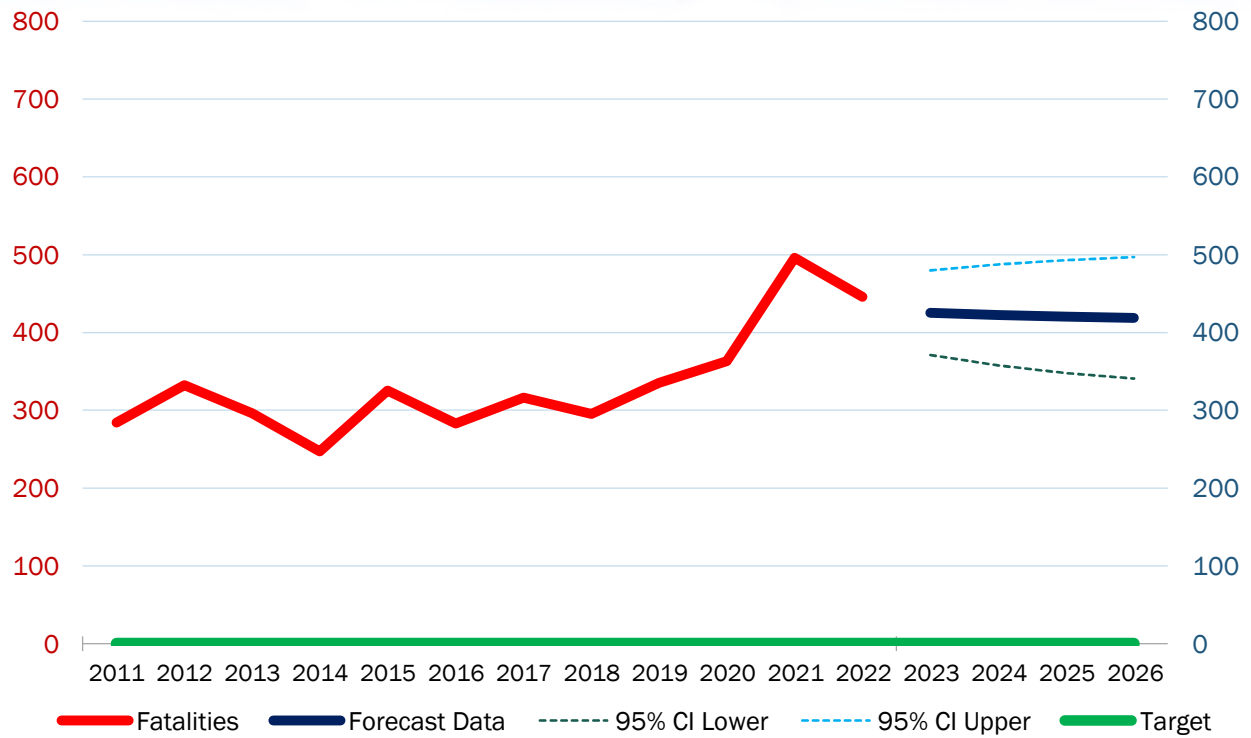
C6—Number of Speeding-Related Fatalities

- **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.



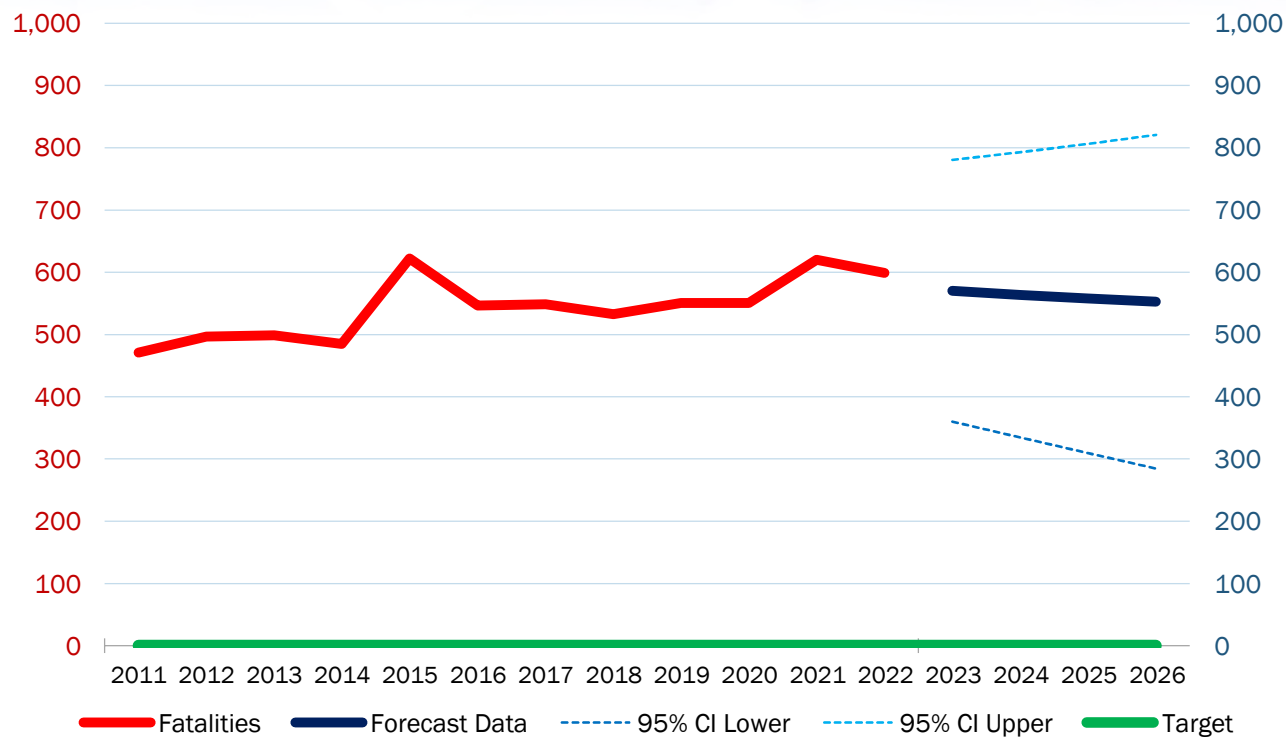
C7—Number of Motorcyclist Fatalities

- **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.



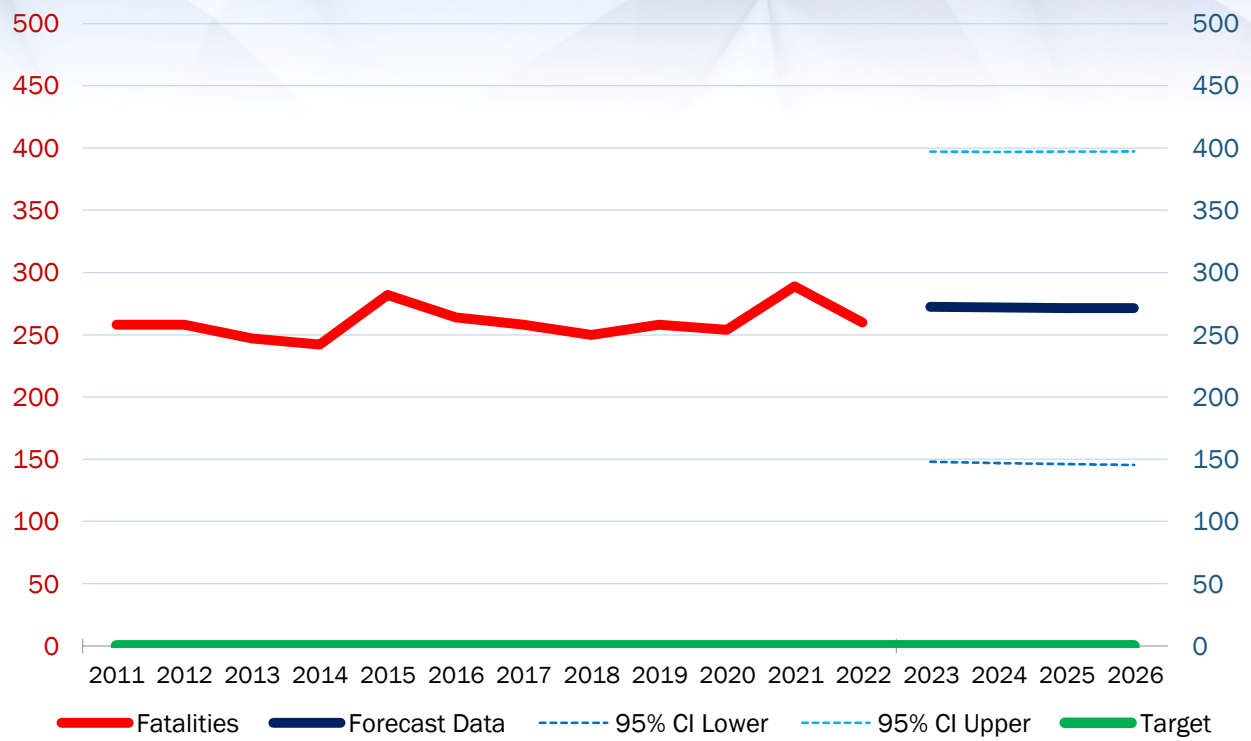
C8—Number of Unhelmeted Motorcyclist Fatalities

- **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.



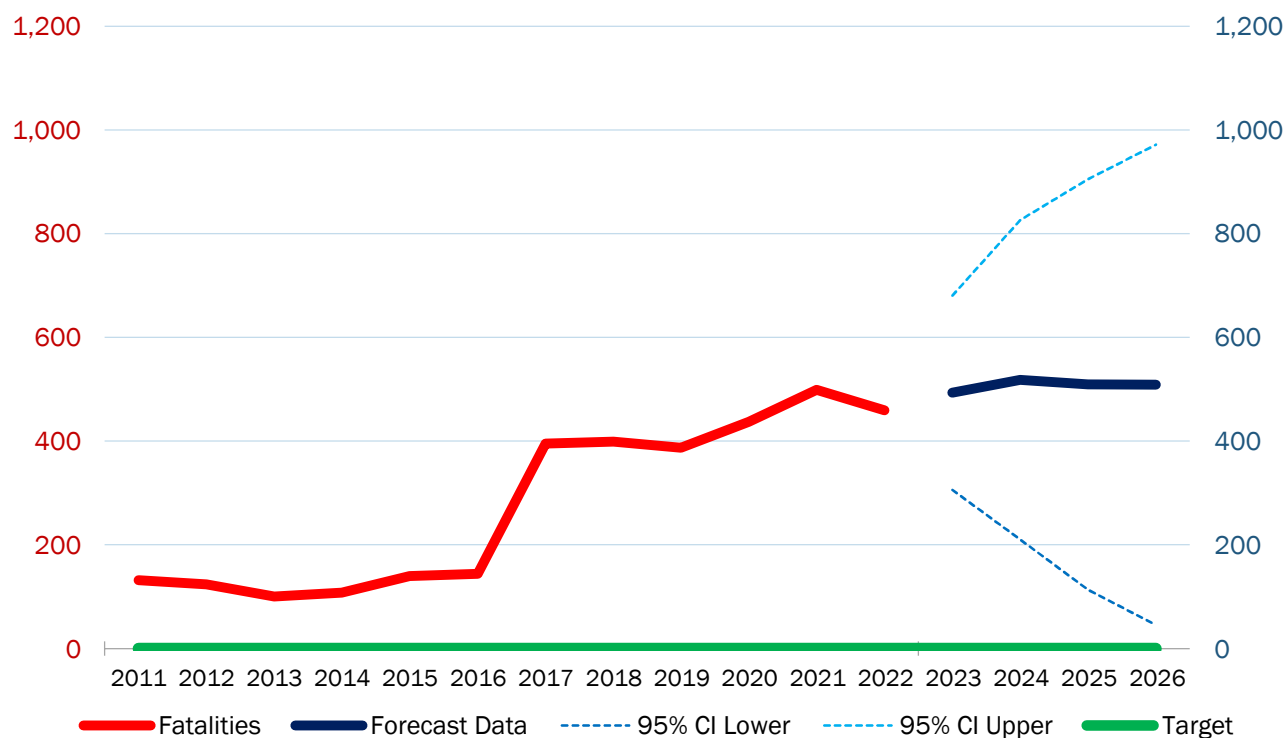
C9—Number of Drivers Aged 20 or Younger Involved In Fatal Crashes

- **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.



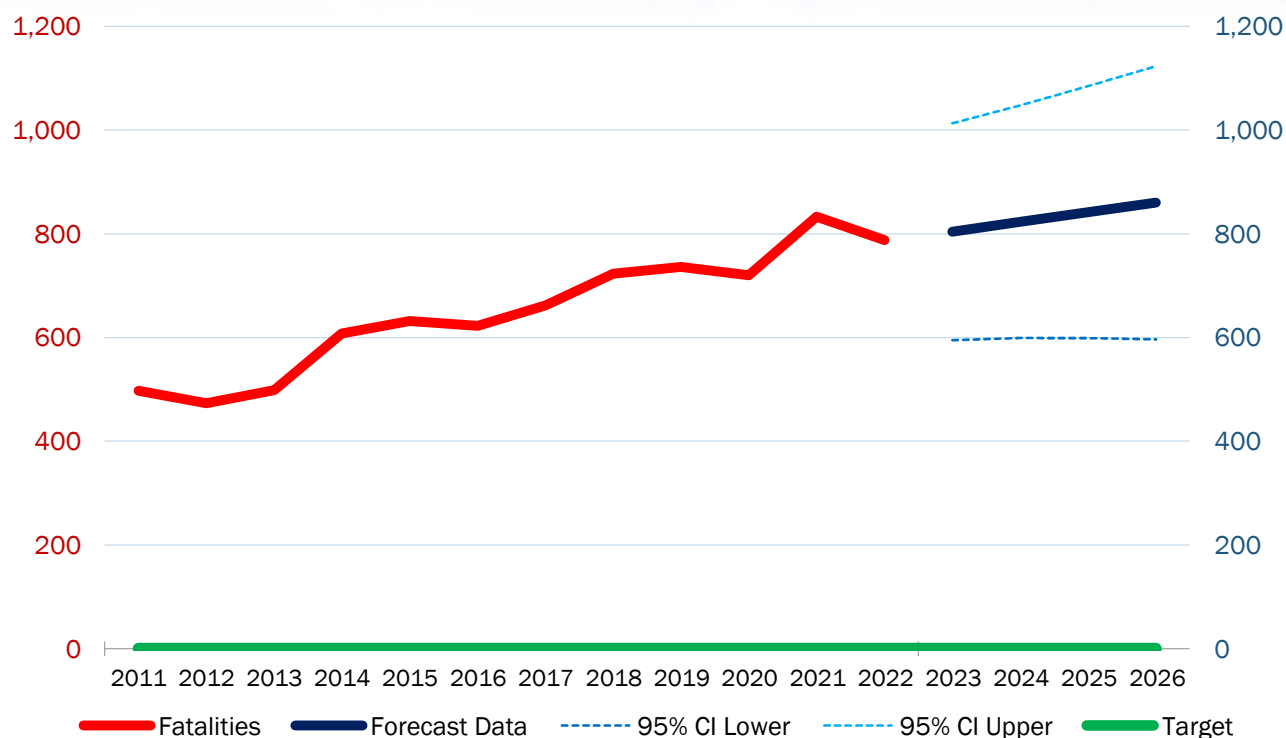
C10—Number of Pedestrian Fatalities

- **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.



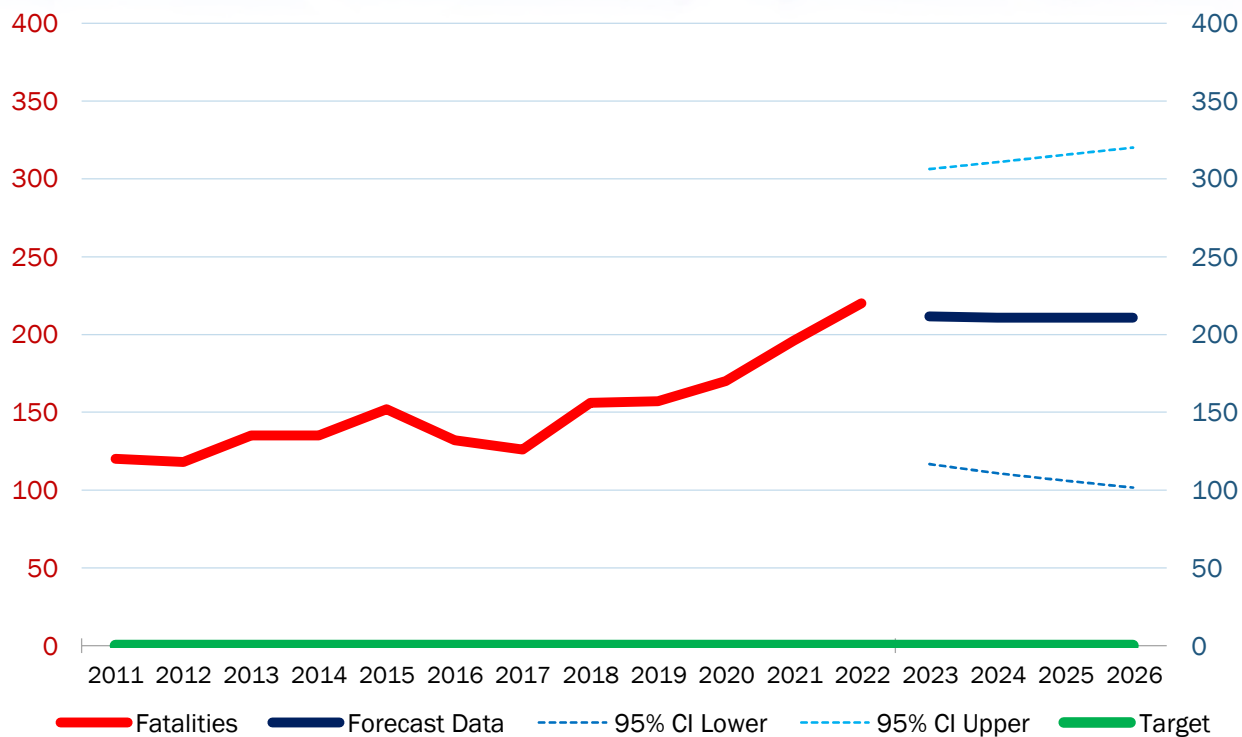
C11—Number of Bicyclist Fatalities

- **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

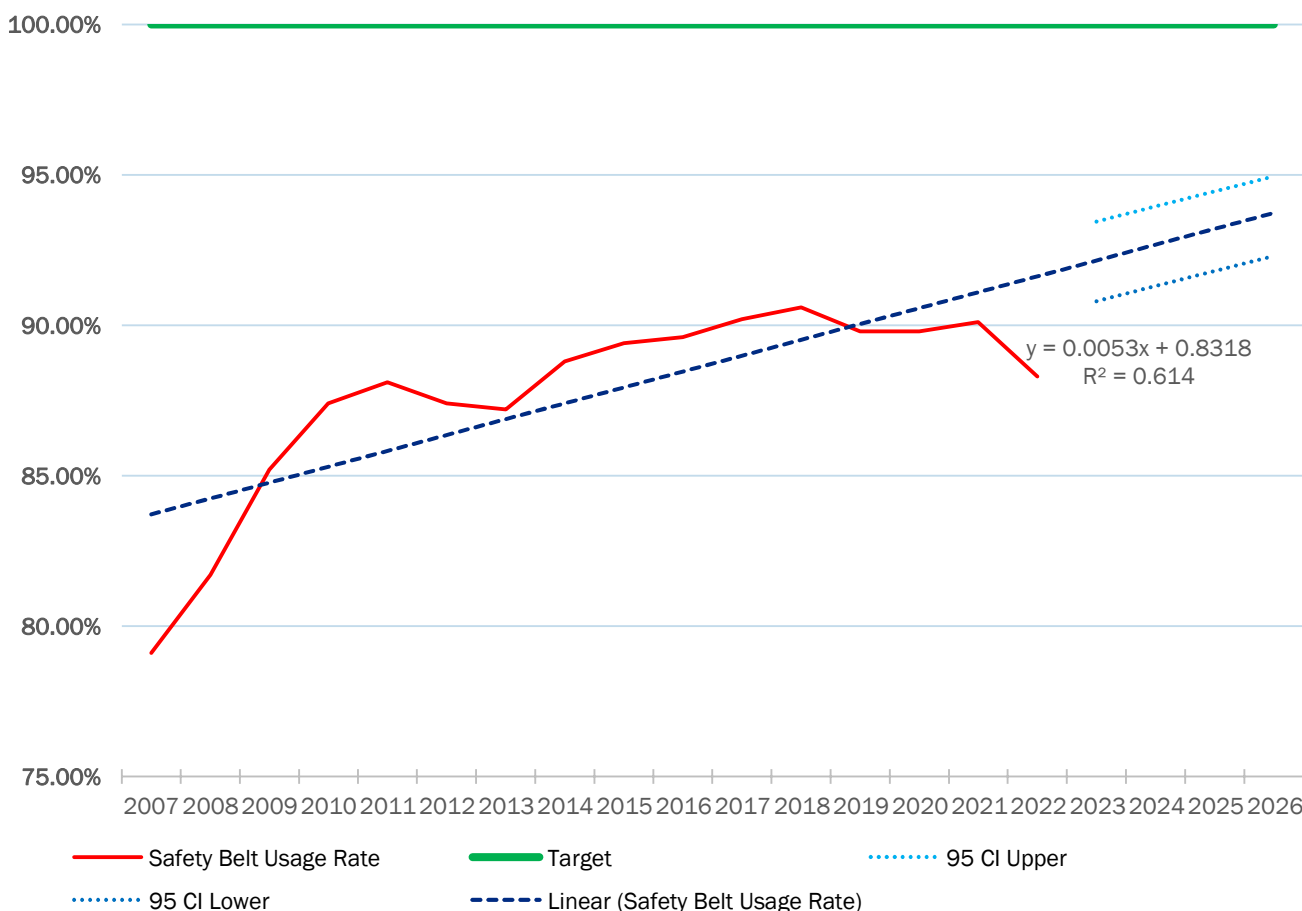
- **Target:** Florida’s target for observed safety belt use for passenger vehicles, front seat outboard occupants is 100 percent in FY 2024–2026.
- **Annual Performance Forecast:** Based on a linear trend, the observed safety belt use for passenger vehicles, front seat outboard occupants could be as 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	Upper	93.40%	93.90%	94.40%	94.90%
		Forecast	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		
F-10	Preventing Roadside Deaths	Number of roadside deaths fatalities	Target	0
			Final	
		Target met or exceeded		

A decorative header featuring a blue geometric pattern of overlapping triangles and polygons, creating a faceted, crystalline effect.

COUNTERMEASURE STRATEGIES FOR PROGRAMMING FUNDS

COUNTERMEASURE STRATEGIES 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.

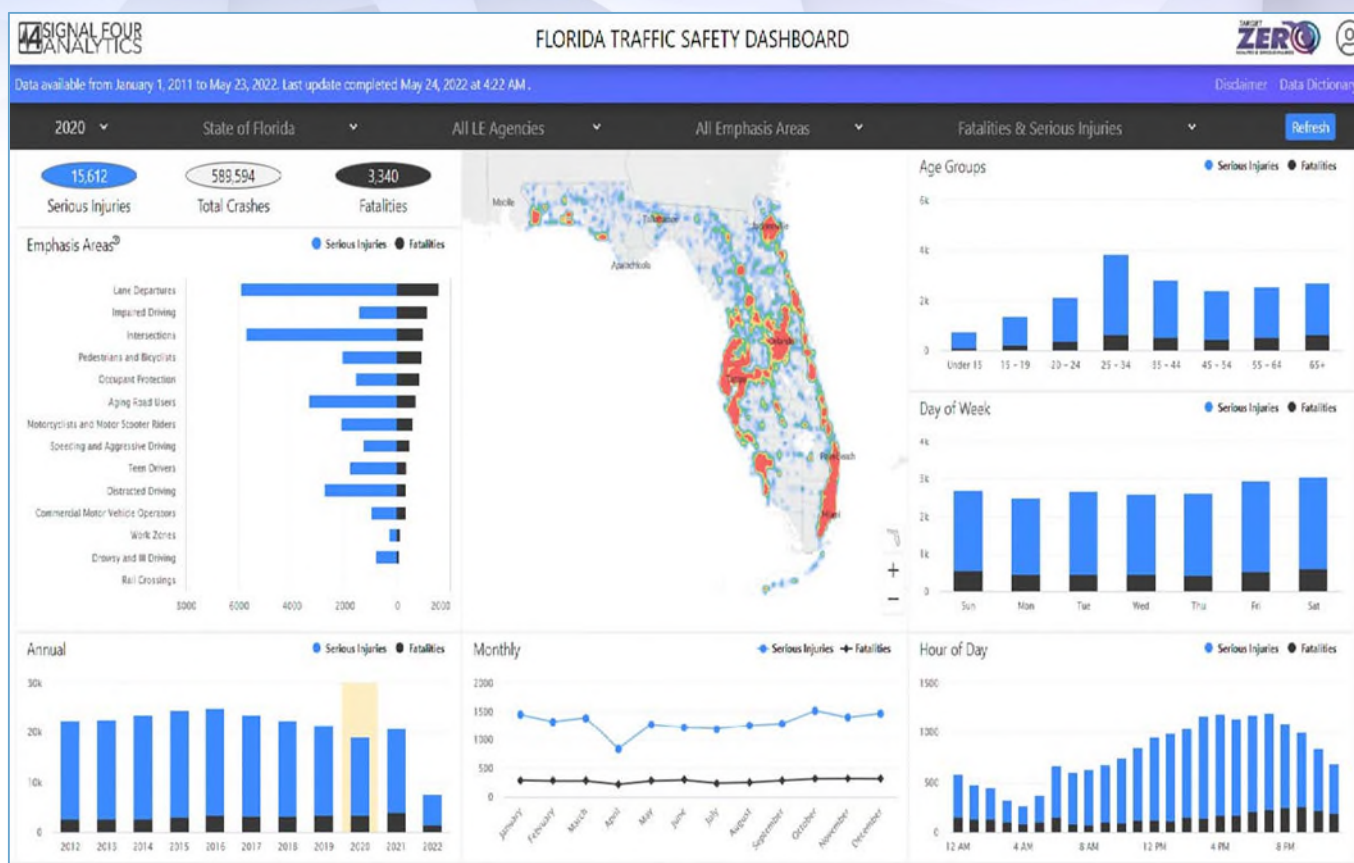
DATA-DRIVEN ENFORCEMENT

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 40 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 Countermeasures: Approaches That Are Unproven or Need Further Evaluation
General Communications and Education: CTW Unproven
- Older Drivers Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Formal Courses for Older Drivers: (Classroom Only): CTW Unproven

OLDER DRIVERS—COMMUNICATIONS AND OUTREACH GENERAL COMMUNICATIONS AND EDUCATION: CTW UNPROVEN 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 40 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

- Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change
Enforcement-based Communication Strategies for Low-Belt-Use Groups: CTW 4 Star Citation
- Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change
Programs for Older Children: CTW 3 Star Citation
- Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change
Child Restraint Inspection Stations: CTW 3 Star Citation
- Pedestrian Safety Countermeasures: Other Strategies for Behavior Change
Elementary-Age Child Pedestrian Training: CTW 3 Star Citation
- Bicycle Safety Countermeasures: Other Strategies for Behavior Change
Promote Bicycle Helmet Use with Education: 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:

- Bicycle Safety Countermeasures: Other Strategies for Behavior Change
Bicycle Safety Education for Children: CTW 2 Star Citation
- Bicycle Safety Countermeasures: Other Strategies for Behavior Change
Cycling Skills Clinics, Bike Fairs, Bike Rodeos: CTW 1 Star Citation
- Older Drivers Countermeasures: Approaches That Are Unproven or Need Further Evaluation
General Communications and Education: CTW Unproven
- Distracted Driving Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Communications on Outreach and Distracted Driving: CTW Unproven
- Alcohol-Impaired-Driving Countermeasures: Other Strategies for Behavior Change
Mass-Media Campaigns: CTW 2 Star Citation
- Alcohol-Impaired-Driving Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Youth Programs: CTW Unproven
- Drug-Impaired-Driving Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Education Regarding Medications: CTW 1Star Citation
- Motorcycle Safety Countermeasures: Other Strategies for Behavior Change
Strategies to Increase Rider Conspicuity and Use of Protective Clothing: CTW 1 Star Citation
- Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Motorcycle Helmet Use Promotion Programs: CTW Unproven
- Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Communication Campaigns Aimed at Alcohol-Impaired Motorcyclists: CTW Unproven
- Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Communication Campaigns to Increase Motorist Awareness of Motorcyclists: CTW Unproven
- Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change
Programs for Increasing Child Restraint and Booster Seat Use: CTW 2 Star Citation
- Pedestrian Safety Countermeasures: Other Strategies for Behavior Change
Conspicuity Enhancement: CTW 2 Star Citation
- Pedestrian Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Communications and Outreach Addressing Impaired Pedestrians: CTW Unproven

- Bicycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Bicycle Safety Education for Adult Cyclists: CTW Unproven
- Bicycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Share the Road Awareness Campaigns: CTW Unproven
- Young Driver Countermeasures: Other Strategies for Behavior Change
Programs to Assist Parents/Guardians of Young Drivers: CTW 2 Star Citation
- Young Driver Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Pre-Licensure Driver Education: CTW Unproven

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.

Distracted driving poses a unique risk to Vulnerable Road Users. In many pedestrian and bicycle crashes, drivers report that they just "didn't see" the person that they struck. Encouraging drivers to keep their focus on the road will help ensure that vehicles can safely more share the roadways with everyone.

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 40 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 Countermeasures: Enforcement
High-Visibility Cell Phone 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 Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Communications on Outreach and Distracted Driving: CTW Unproven

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.

It is also worth noting that impaired driving in areas with substantial traffic of Vulnerable Road Users can raise risk for this population specifically. Countermeasure strategies to reduce impaired driving can help protect people walking and biking as well.

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 40 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-Impaired-Driving Countermeasures: Enforcement
Publicized Sobriety Checkpoints: CTW 5 Star Citation
- Alcohol-Impaired-Driving Countermeasures: Enforcement
High-Visibility Saturation Patrols: CTW 4 Star Citation
- Alcohol-Impaired-Driving Countermeasures: Enforcement
Alcohol Measurement Devices: CTW 4 Star Citation
- Alcohol-Impaired-Driving Countermeasures: Enforcement
Integrated Enforcement: CTW 3 Star Citation
- Alcohol-Impaired-Driving Countermeasures: Enforcement
Zero-Tolerance Law Enforcement: CTW 3 Star Citation
- Alcohol-Impaired-Driving Countermeasures: Other Strategies for Behavior Change
Alcohol Screening and Brief Intervention: CTW 5 Star Citation
- Alcohol-Impaired-Driving Countermeasures: Other Strategies for Behavior Change
DWI Offender Monitoring: CTW 4 Star Citation
- Alcohol-Impaired-Driving Countermeasures: Other Strategies for Behavior Change
DWI Courts: CTW 4 Star Citation
- Drug-Impaired-Driving Countermeasures: Enforcement
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-Impaired-Driving Countermeasures: Other Strategies for Behavior Change
Mass-Media Campaigns: CTW 2 Star Citation
- Alcohol-Impaired-Driving Countermeasures: Other Strategies for Behavior Change
Court Monitoring: CTW 2 Star Citation
- Alcohol-Impaired-Driving Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Youth Programs: CTW Unproven
- Drug-Impaired-Driving Countermeasures: Other Strategies for Behavior Change
Education Regarding Medications: CTW 1 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 40 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 Countermeasures: Enforcement
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 Countermeasures: Other Strategies for Behavior Change
Motorcycle Rider Training: CTW 2 Star Citation
- Motorcycle Safety Countermeasures: Other Strategies for Behavior Change
Strategies to Increase Rider Conspicuity and Use of Protective Clothing: CTW 1 Star Citation
- Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Motorcycle Helmet Use Promotion Programs: CTW Unproven
- Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Communication Campaigns Aimed at Alcohol-Impaired Motorcyclists: CTW Unproven
- Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Communication Campaigns to Increase Motorist Awareness of Motorcyclists: CTW Unproven

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 40 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 Restraint Countermeasures: Enforcement
Short-Term, High-Visibility Seat Belt Law Enforcement: CTW 5 Star Citation
- Seat Belts and Child Restraint Countermeasures: Enforcement
Short-Term, High-Visibility Child Passenger Safety Law Enforcement: CTW 5 Star Citation
- Seat Belts and Child Restraint Countermeasures: Enforcement
Nighttime Visibility Seat Belt Enforcement: CTW 4 Star Citation
- Seat Belts and Child Restraint Countermeasures: Enforcement
Sustained Seat Belt Enforcement: CTW 3 Star Citation
- Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change
Enforcement-based Communication Strategies for Low-Belt-Use Groups: CTW 4 Star Citation
- Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change
Programs for Older Children: CTW 3 Star Citation
- Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change
Child Restraint Inspection Stations: 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, a countermeasure rated less than 3 stars has 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 lower rated countermeasure is as follows:

- Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change
Programs for Increasing Child Restraint and Booster Seat Use: CTW 2 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 40 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

- Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change
Enforcement-based Communication Strategies for Low-Belt-Use Groups: CTW 4 Star Citation
- Bicycle Safety Countermeasures: Other Strategies for Behavior Change
Promote Bicycle Helmet Use with Education: 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:

- Older Drivers Countermeasures: Approaches That Are Unproven or Need Further Evaluation
General Communications and Education: CTW Unproven

- Distracted Driving Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Communications on Outreach and Distracted Driving: CTW Unproven
- Alcohol-Impaired-Driving Countermeasures: Other Strategies for Behavior Change
Mass-Media Campaigns: CTW 2 Star Citation
- Drug-Impaired-Driving Countermeasures: Other Strategies for Behavior Change
Education Regarding Medications: CTW 1 Star Citation
- Motorcycle Safety Countermeasures: Other Strategies for Behavior Change
Strategies to Increase Rider Conspicuity and Use of Protective Clothing: CTW 1 Star Citation
- Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Motorcycle Helmet Use Promotion Programs: CTW Unproven
- Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Communication Campaigns Aimed at Alcohol-Impaired Motorcyclists: CTW Unproven
- Motorcycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Communication Campaigns to Increase Motorist Awareness of Motorcyclists: CTW Unproven
- Seat Belts and Child Restraint Countermeasures: Other Strategies for Behavior Change
Programs for Increasing Child Restraint and Booster Seat Use: CTW 2 Star Citation
- Pedestrian Safety Countermeasures: Other Strategies for Behavior Change
Conspicuity Enhancement: CTW 2 Star Citation
- Pedestrian Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Communications and Outreach Addressing Impaired Pedestrians: CTW Unproven
- Bicycle Safety Countermeasures: Other Strategies for Behavior Change
Bicycle Safety Education for Children: CTW 2 Star Citation
- Bicycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Bicycle Safety Education for Adult Cyclists: CTW Unproven
- Bicycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Share the Road Awareness Campaigns: CTW Unproven

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 40 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 Countermeasures: Enforcement
High-Visibility Enforcement at Pedestrian Crossings: CTW 3 Star Citation
- Pedestrian Safety Countermeasures: Other Strategies for Behavior Change
Elementary-Age Child Pedestrian Training: CTW 3 Star Citation
- Bicycle Safety Countermeasures: Other Strategies for Behavior Change
Promote Bicycle Helmet Use with Education: 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 Countermeasures: Other Strategies for Behavior Change
Conspicuity Enhancement: CTW 2 Star Citation
- Pedestrian Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Communications and Outreach Addressing Impaired Pedestrians: CTW Unproven
- Pedestrian Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
University Educational Campaigns: CTW Unproven
- Pedestrian Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Children's Safety Clubs: CTW Unproven
- Bicycle Safety Countermeasures: Other Strategies for Behavior Change
Bicycle Safety Education for Children: CTW 2 Star Citation
- Bicycle Safety Countermeasures: Other Strategies for Behavior Change
Cycling Skills Clinics, Bike Fairs, Bike Rodeos: CTW 1 Star Citation
- Bicycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Bicycle Safety Education for Adult Cyclists: CTW Unproven
- Bicycle Safety Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Share the Road Awareness Campaigns: CTW Unproven

It is also worth noting that many of the other countermeasure strategies in this plan that aim to curb dangerous driving will also reduce risk for pedestrians and bicyclists.

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 40 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

PREVENTING ROADSIDE DEATHS

PROBLEM IDENTIFIED DURING PLANNING PROCESS THAT THE PROGRAM AREA ADDRESSES

Florida is proposing many new media and enforcement projects in this HSP that will contribute toward its overall target of zero fatalities by addressing roadside crashes. These efforts will center around raising driver awareness of safety laws, such as the Move Over law, increasing law enforcement presence to deter risky driving behavior, particularly in work zones, and providing training to first responders to improve the efficiency of emergency responses to crashes and incidents.

According to the AAA Foundation for Traffic Safety, roadside assistance providers are struck and killed nearly four times more than reported and are often recorded as pedestrians. FLHSMV's [Move Over Crash and Citation Dashboard](#) indicates there were 170 crashes and more than 14,000 citations issued for motorists failing to move over in Florida in 2022. Since 2015, there have been 8 total fatalities, 134 serious injuries, and 1,786 crashes attributed to drivers failing to move over on Florida's roadways. Florida law requires drivers to move over for stopped or disabled vehicles on the roadside, such as stopped law enforcement, emergency, sanitation, utility service vehicles, tow trucks or wreckers, maintenance or construction vehicles with displaying warning lights, and any disabled vehicle on the side of the road. If unable to move over a lane, drivers must slow to a speed that is 20 mph less than the posted speed limit.



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 moving over for stopped law enforcement, emergency, sanitation, utility service vehicles, tow trucks or wreckers, maintenance or construction vehicles with displaying warning lights, and any disabled vehicle on the side of the road
- Educate and train beginning and experienced road users to improve driving and riding skills and understand Florida's Move Over Law.

- Develop and implement clear, consistent, and context-sensitive targeted outreach and communication strategies about Florida's Move Over Law to all roadway users.
- 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 not moving over for stopped and disabled vehicles.
- Develop and implement outreach and communication strategies focused on the groups that fail to move over the most often.
- Combine focused HVE with focused outreach and communication strategies to increase public awareness of the consequences of not moving over.
- 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 move over safely.
- Develop and implement targeted outreach and communication strategies to increase understanding of the consequences related to distracted driving, speeding, and moving over.
- Conduct focused enforcement activities of Florida's Move Over Law.
- Develop and implement targeted outreach and communication strategies to increase understanding of the consequences related to failing to move over for stopped and disabled vehicles.
- Educate and train beginning and experienced road users about moving over by ensuring applicable educational resources for new drivers include specific content about moving over.
- Expand analysis of traffic records data related to move over citations and crashes to identify and resolve inconsistencies or gaps in data.
- Identify high risk locations, needs, and potential solutions using data-driven road safety assessments supported by partner input.
- Improve data collection and analysis efforts through training and education of law enforcement officers regarding accuracy and detail of crash report information.

- Provide law enforcement officers training, tools, and resources to detect and cite road users who fail to move over, 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 40 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. Paid media advertising can be a powerful tool when used in conjunction with other known effective countermeasures.

NHTSA COUNTERMEASURE AND JUSTIFICATION

While NHTSA CTW does not specifically mention preventing roadside deaths, NHTSA and traffic partners such as FDOT's Road Rangers, FLHSMV, and AAA recognize how interrelated efforts to prevent roadside deaths are to efforts to reduce speeding and distracted driving.

- Distracted Driving Countermeasures: Enforcement
High-Visibility Cell Phone Enforcement: CTW 4 Star Citation
- Speeding and Speed Management Countermeasures: Enforcement
High-Visibility 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 Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Communications on Outreach and Distracted Driving: CTW Unproven

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 405 (h) Funds	

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 40 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 40 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

- Speeding and Speed Management Countermeasures: Enforcement
High-Visibility Enforcement: CTW 4 Star Citation
- Speeding and Speed Management Countermeasures: Other Strategies for Behavior Change
Dynamic Speed Display/Feedback Signs: CTW 5 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 40 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

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 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 Driver Countermeasures: Enforcement
Enforcement of GDL: CTW 2 Star Citation
- Young Driver Countermeasures: Other Strategies for Behavior Change
Programs to Assist Parents/Guardians of Young Drivers: CTW 2 Star Citation
- Young Driver Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Pre-Licensure Driver Education: CTW Unproven
- Young Driver Countermeasures: Approaches That Are Unproven or Need Further Evaluation
Advanced Driver Training Course: CTW Unproven

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 40 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 40 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

- Speeding and Speed Management Countermeasures: Enforcement
High-Visibility Enforcement: CTW 4 Star Citation
- Speeding and Speed Management Countermeasures: Other Strategies for Behavior Change
Dynamic Speed Display/Feedback Signs: CTW 5 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

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.

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
		Work Zone Safety	Target	N/A	N/A	N/A	100,000	300,000

Program Area		Florida Specific Measures		FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
			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	
F-10	Preventing Roadside Deaths	Number of roadside deaths	Target	0	0	0	0	0
			Final					
		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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