

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

Applicant Information

Applicant Agency:	County Sheriff's Office
Implementing Agency:	County Sheriff's Office
Concept Paper Title:	CSO Teen Driver Education and Enforcement Operation
Priority Area for Concept Paper:	Teen Driver Safety
Amount Requested:	\$200,000.00
Type of Project:	Local
Type of Request:	Initial
Previous Year's Project Number (if Continuation):	

Head of Agency

Name:		State:	Florida
Title:	Sheriff	Zip:	
Address 1:		Phone:	
Address 2:		Extension:	
City:		Email:	

Project Contact

Name:		State:	
Title:		Zip:	
Address 1:		Phone:	
Address 2:		Extension:	
City:		Email:	

Statement of the Problem:

According to data reported by the National Highway Traffic Safety Administration (NHTSA), in 2016, there were 51,914 drivers involved in 34,439 fatal crashes, in which 37,461 people lost their lives. Motor vehicle crashes are a leading cause of death for 15 to 20-year-olds, according to the National Center for Health Statistics. In 2016, there were 1,908 15 to 20 years old drivers killed in motor vehicle crashes, almost no change from the 1,903 young drivers who died in 2015 (NHTSA, 2016). Speeding was a factor in 32% of teen driver fatalities in 2016. Twenty percent of all teen driver fatal crashes in 2016 were alcohol-impaired crashes. NHTSA estimates that 2,082 teen passenger vehicle drivers were involved in traffic crashes in 2016. Teen drivers have a higher rate of fatal crashes mainly because of their immaturity, lack of skills, and lack of experience. One in three teens who text say they have done so while driving which increases the teen's risk of crashing by twenty -three

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times. Research has found that dialing a phone number while driving increases the teen's risk of crashing by six times. Talking or texting on the phone takes the teen's focus off the task of driving, and significantly reduces their ability to react to a roadway hazard, incident, or inclement weather.

According to the Florida Highway Safety and Motor Vehicles (FHSMV) data, in 2017, Florida reported 402,385 traffic crashes with traffic fatalities totaling 3,116. In Florida, 17,065 crashes involved 15-17 year old drivers a 5.84% increase from 16,124 in 2016. Although 15-17 year old driver fatalities were reduced in 2017 by 22.22%, injuries for this age group increased 6.46% from 2016 to 2017. Fatalities of 18-20 year old drivers in 2017 increased an astounding 13.64% from 2016 to 2017 although crashes for this age group dropped by 1.3%.

According to 2017 data published by FHSMV, teen drivers were involved in 3,572 crashes in our County resulting in 177 serious bodily injuries, and 17 fatalities. Among Florida's 25 most-populous counties, the 2020 Florida Highway Safety Matrix ranks our County first for traffic fatalities or serious injuries involving impaired driving of Florida's twenty-five most populous counties. Our County also ranks second among Florida's twenty-five largest counties for traffic fatalities or injuries resulting from distracted driving, for loss of life or serious injury involving teen drivers, motorcycle drivers, and lack of occupant protection (most notably seat belt protection).

Funding for the CSO Teen Driver Education and Enforcement Operation is requested to enable the CSO to continue to expand law enforcement efforts to meet the roadway safety needs of the County's growing population and strive to reduce the level of teen driving crashes and fatalities on the roadways of the County. Strategies in the CSO Teen Driver Education and Enforcement Operation program will decrease teen driving crashes and fatalities through increased NHTSA "Countermeasures That Work" activities including targeted enforcement, highly-visible enforcement, penalties, public information and education.

Supporting Data:

2015 - 2017 County Teen Driver Traffic Statistics

Teen Driver Crashes

2015: 15,169

2016: 16,124

2017: 17,065

Teen Driver Fatalities

2015: 26

2016: 27

2017: 21

Teen Driver Injuries

2015: 3,475

2016: 3,544

2017: 3,773

Source: Florida Highway Safety and Motor Vehicles, Traffic Crash Facts Annual Report 2017

*Teen Drivers are 15-17 Years Old

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2016 - 2018 CSO Teen Driver Traffic Citations and Warnings

2016

Citations: 1,103

Warnings: 907

2017

Citations: 1,066

Warnings: 1,410

2018

Citations: 867

Warnings: 1,429

TOTAL

Citations: 3,036

Warnings: 3,746

Source: CSO Versadex RMS, 2019

Proposed Solution:

TARGETED ENFORCEMENT (Countermeasures: 1.1 Speed Limits and 2.3 Other Enforcement Methods):

The CSO plans a multi-operational approach to reduce the number of speeding motorists. Targeted enforcement requires the agency to maintain crash data that identifies areas and times where aggressive driving crashes are greatest (NHTSA, Strategy 4.1, A.1, 2017). The use of data analysis and predictive analytics has improved HCSO's effectiveness of the high visibility enforcement initiatives. Through the CSO Teen Driver Education and Enforcement Operation program, the CSO will work towards increasing the number of contacts with and warnings of traffic violators.

HIGHLY VISIBLE ENFORCEMENT (Countermeasures: 2.2 High-Visibility Enforcement; 1.2 Aggressive Driving Laws; and 1.1 Speed Limits): Data-driven tactical patrol initiatives allow law enforcement to allocate resources more effectively by assigning heightened patrols to "hot spots" problem traffic areas. According to the NHTSA report, high-visibility enforcement campaigns can deter aggressive driving and speeding (NHTSA, 2017). Two high-visibility specialized traffic enforcement operations will be conducted each month in high-risk traffic locations. Funding for CSO Teen Driver Education and Enforcement Operation program will enable the CSO to increase heightened patrols in at least two high-crash locations per month. Utilizing both overt and covert speed operations, mobile radar detection enforcement will continue to enable the CSO to reduce speeding and increase community awareness of law enforcement.

PENALTIES (Countermeasure: 1.1 Speed Limits; 2.3 Other Enforcement Methods; 3.1 Penalty Types and Levels): Enforcement activities will take place during hours of greatest crash risk or repeated hazardous driving to maximize effect. Zones will be selected within the community where sites of chronic teen driving speeding or high-level crashes. The CSO will utilize radar speed measurement recorders to track speed and the number of cars on targeted roadways to increase speed violations and written warnings. Research conducted by NHTSA has reported that reductions in crashes and speeding were attributed to both general and targeted enforcement campaigns (Countermeasures that Work, 2017).

PUBLIC INFORMATION (Countermeasures: 4.1 Public Information Supporting Enforcement; 2.3 Other Enforcement Methods): The enforcement and prevention activities of the CSO Teen Driver Education and

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Enforcement Operation will be highly-publicized through various mediums. The CSO will invite local media to announce details regarding the time and place of enforcements. With the support of program funding, the CSO will participate in all FDOT Statewide Enforcement/Awareness campaigns during the program year. Through the program activities, the CSO will strive to increase traffic stops.

EDUCATION (Countermeasure: 4.1 Public Information Supporting Enforcement): CSO deputies will conduct ten traffic safety presentations in the County Schools through the CSO Teen Driver Education and Enforcement Operation program.

The visibility of law enforcement deputy presence will increase during the program period to increase speed enforcement, and citizen contact and education throughout the community. Through the program strategies of the CSO Teen Driver Education and Enforcement Operation program, the CSO will work toward reducing the number of speed-related and aggressive driving-related injuries and fatalities in the County.

Sustainability:

The CSO is dedicated to reducing the number of speed-related injuries and fatalities and will implement the CSO Teen Driver Education and Enforcement Operation in our schools and community. Traffic presentations will be delivered in the County Schools to promote traffic safety and reduce speeding, impaired driving, distracted driving and improve seat belt use. Traffic deputies will increase public awareness about the dangers of aggressive driving behaviors and driving at high speeds. Traffic enforcement will occur in high-traffic, high-crash corridors through heightened patrols activities and covert speed operations. The CSO deputies will participate with the Community Traffic Safety Team (CTST) to provide public announcements and informational tips regarding speed/aggressive driving in the County. External funding will be pursued to obtain overtime funding to enable the deputies to expand the scope of education and enforcement to ensure our most vulnerable population is protected.

Project Objectives:

1. Reduce the number of teen driver related fatalities by 3% over the next three years as compared to the last three-year average.
2. Reduce the number of teen driver serious injuries by 3% over the next three years as compared to the last three-year average.
3. Decrease the teen driver traffic crashes by 3% over the next three years as compared to the last three-year average.
4. Conduct a minimum of two high-visibility specialized traffic enforcement operations and heightened patrols each month focusing on data-driven high-volume traffic corridors during the grant period.
5. Strive to increase the number of teen driver contacts made as a result of speed-related, distracted or aggressive driving, fatigue or impairment, or non-seat belt use activities by 3% over the next three years as compared to the last three-year average.
6. Provide a total of ten traffic safety presentations in area high schools, community meetings and outreach activities.
7. Participate in all FDOT Statewide Enforcement/Awareness campaigns during the grant period.

Evaluation:

1. The number of teen driver fatalities as compared to the last three-year average. (Obj. 1, 4, 5)
2. The number of teen driver injuries compared to the last three-year average. (Obj.2, 4, 5)

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3. The number of teen driver crashes compared to the last three-year average. (Obj. 3, 5)
4. The number of high-visibility traffic enforcement operations and heightened patrols during the grant period. (Obj. 4, 5)
5. The number of teen driver contacts made during the grant period. (Obj. 1, 2, 3, 4, 5, 6)
6. The number of safety programs presented and the number of participants in area schools and community during the grant period. (Obj. 6)
7. The number of FDOT Statewide Enforcement/Awareness campaigns in which HCSO deputies participated during the grant period. (Obj. 7)