



Florida Highway Safety Improvement Program (HSIP)

(State Discussion)

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"Driving Down Fatalities Through Knowledge Sharing"



Florida Highway Safety Improvement Program (HSIP)

- Overview
 - Create Urgency - Florida Statistics
 - HSIP Overview – Federal and State
 - Strategic Highway Safety Plan

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Create Urgency - Florida Statistics

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Florida Statistics - Fatalities

Fatality Rates: Florida , U.S. and Best State

Year		Fatalities	Total Vehicle Miles Traveled (Millions)	Fatalities Per 100 Million Vehicle Miles Traveled	Total Population	Fatalities Per 100,000 Population
2008	Florida	2,980	198,616	1.50	18,527,305	16.08
	US	37,423	2,976,528	1.26	304,093,966	12.31
	Best State*			0.67		5.63
2009	Florida	2,560	196,379	1.30	18,652,644	13.72
	US	33,883	2,956,764	1.15	306,771,529	11.05
	Best State*			0.62		4.90
2010	Florida	2,444	195,755	1.25	18,845,967	12.97
	US	32,999	2,967,266	1.11	309,326,225	10.67
	Best State*			0.64		3.97
2011	Florida	2,400	191,855	1.25	19,082,262	12.58
	US	32,479	2,946,131	1.10	311,587,816	10.42
	Best State*			0.65		4.36
2012	Florida	2,424			19,317,568	12.55
	US	33,561			313,914,040	10.69
	Best State*					2.37

*State (or States) With Lowest Rates: Lowest VMT and Population Rates Could Be in Different States

2012 National VMT is a Preliminary Estimate and Subject to Change

2012 State Vehicle Miles Traveled (VMT) Data is Not Yet Available

Ref.: http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/12_FL/2012/12_FL_2012.htm

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Florida Statistics - Injuries

- How does Motor Vehicle Traffic injury deaths compare with other types of injury deaths (Suffocation, Drowning, Firearm, Poisoning, and Falls)? In 2011 MV Traffic was number 2 behind Poisoning.
- In Florida, injuries are the number one cause of fatalities for ages 1–44, and the third leading cause of death overall after heart disease and cancer (Florida Vital Statistics). In 2011, injuries claimed 12,364 lives and accounted for 7.2% of all resident deaths. (<http://www.doh.state.fl.us/DEMO/InjuryPrevention/>)

10 Leading Causes of Injury Death by Age Group, Florida Residents – 2011

Rank	Age Groups										All Ages
	<1	1-4	5-9	10-14	15-24	25-34	35-44	45-54	55-64	65+	
1	Suffocation 82	Drowning 64	MV Traffic 17	MV Traffic 30	MV Traffic 413	Poisoning 654	Poisoning 646	Poisoning 944	Poisoning 496	Fall 2,031	Poisoning 3,136
2	MV Traffic 7	MV Traffic 15	Drowning 5	Firearm 14	Firearm 388	Firearm 419	Firearm 330	MV Traffic 418	Firearm 325	Firearm 476	MV Traffic 2,367
3	Drowning 4	Suffocation 10	Suffocation 4	Suffocation 12	Poisoning 197	MV Traffic 370	MV Traffic 322	Firearm 405	MV Traffic 308	MV Traffic 467	Firearm 2,364

Ref. <http://www.doh.state.fl.us/DEMO/InjuryPrevention/InjuryData.html>

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D7 LOCAL AGENCY

Florida Statistics - Injuries

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10 Leading Causes of Non-Fatal Injury Hospitalizations by Age Group, Florida Residents – 2011

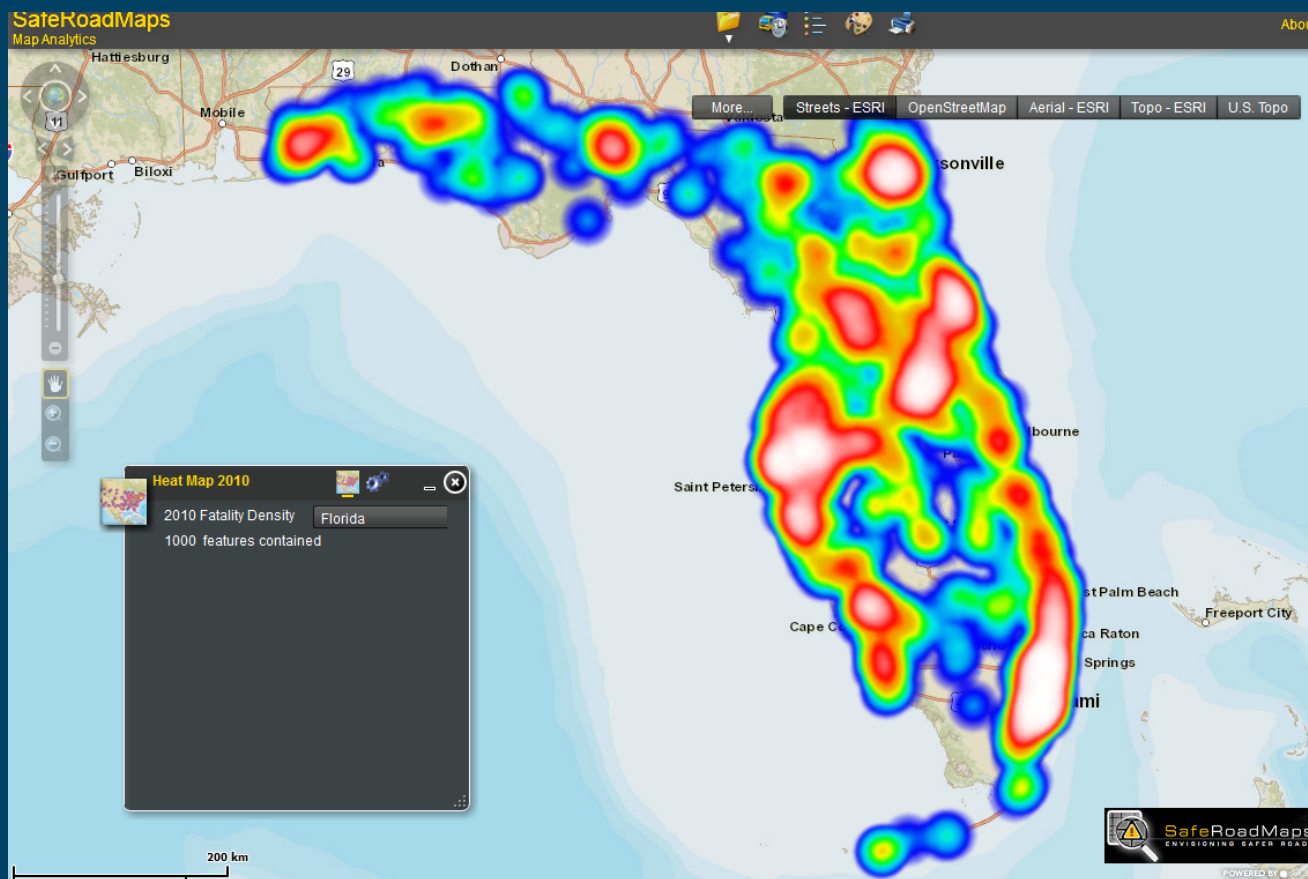
Rank	Age Groups										All Ages
	<1	1-4	5-9	10-14	15-24	25-34	35-44	45-54	55-64	65+	
1	Fall 279	Fall 612	Fall 650	Fall 552	MV Traffic 2,685	Poisoning 3,338	Poisoning 3,480	Poisoning 4,654	Fall 6,140	Fall 42,286	Fall 61,121
2	Poisoning 46	Poisoning 438	MV Traffic 208	MV Traffic 272	Poisoning 2,678	MV Traffic 2,291	MV Traffic 1,875	Fall 3,794	Poisoning 3,060	Poisoning 2,785	Poisoning 20,734
3	Hot Object/ Substance 40	Hot Object/ Substance 176	Struck by, Against 115	Struck by, Against 257	Fall 886	Fall 1,166	Fall 1,756	MV Traffic 2,330	MV Traffic 1,786	MV Traffic 2,357	MV Traffic 13,956
4	Struck by, Against 27	MV Traffic 141	Bites & Stings 67 (Tied)	Poisoning 201	Struck by, Against 839	Struck by, Against 711	Struck by, Against 567	Struck by, Against 700	Struck by, Against 351	Struck by, Against 556	Struck by, Against 4,234

Ref. <http://www.doh.state.fl.us/DEMO/InjuryPrevention/InjuryData.html>

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Traffic Fatalities - 2010

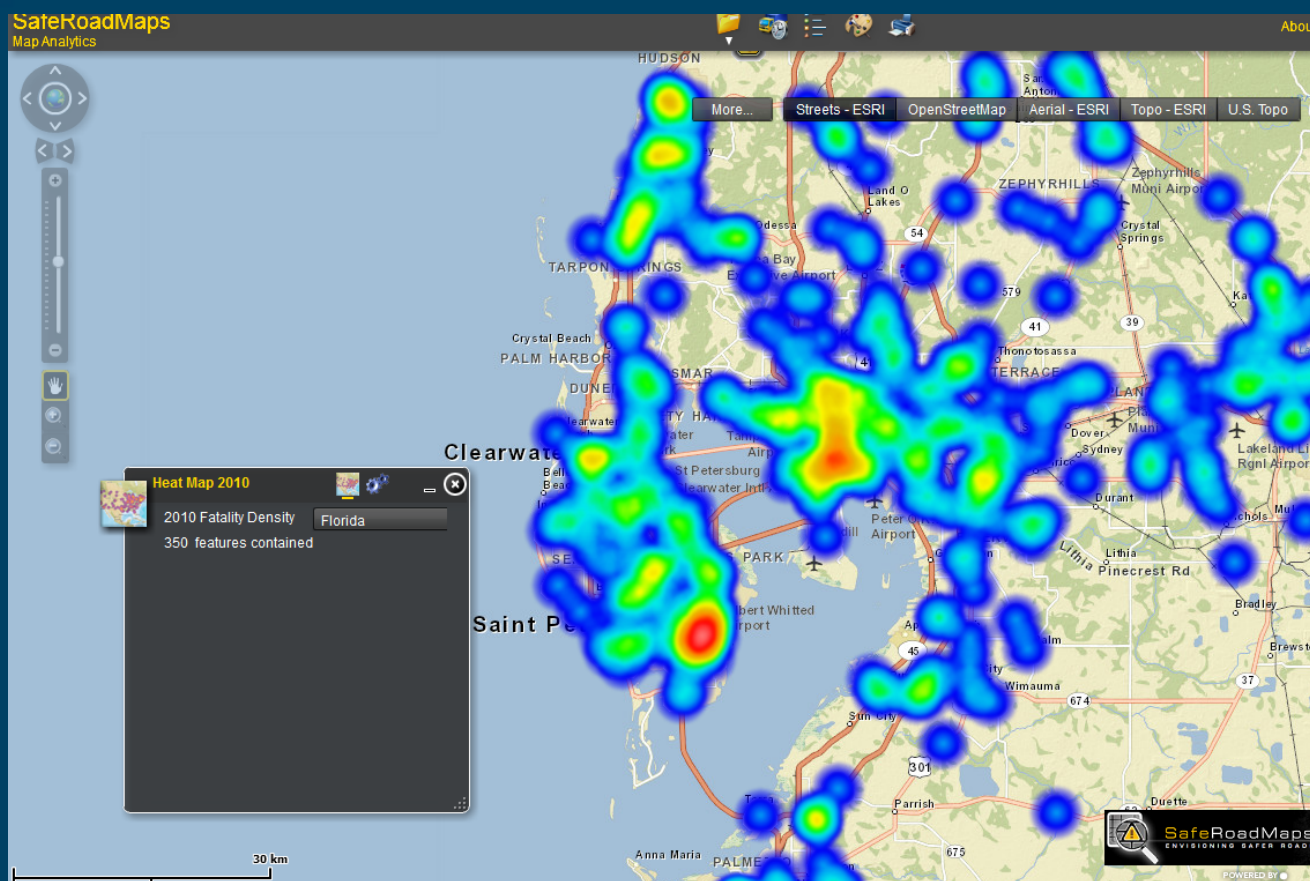


Ref.: <http://saferoadmaps.org/>

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Traffic Fatalities - 2010

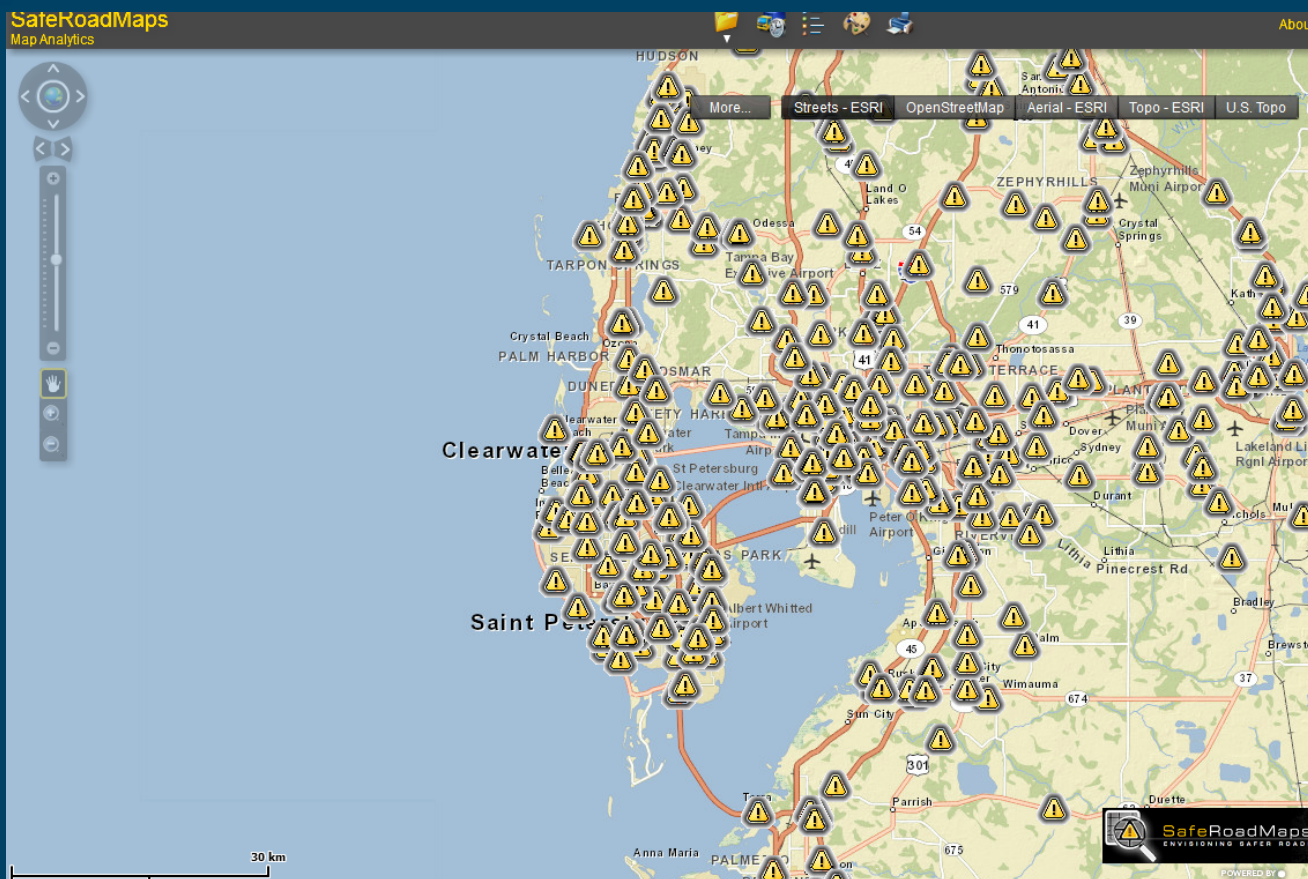


Ref.: <http://saferoadmaps.org/>

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Traffic Fatalities - 2010



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Highway Safety Improvement Program Overview – Federal and State

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Highway Safety Improvement Program (Federal)

Program purpose

- MAP-21 continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.
- **Statutory citation(s):** MAP-21 §1112; 23 USC 130 and 148

Ref. <http://www.fhwa.dot.gov/map21/factsheets/hsip.cfm>

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Highway Safety Improvement Program (Federal)

Eligible use of funding

- A highway safety improvement project is any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem. MAP-21 provides an example list of eligible activities, but HSIP projects are not limited to those on the list.
- Workforce development, training, and education activities are also an eligible use of HSIP funds.
- [§1109; 23 USC 504(e)]



Highway Safety Improvement Program (Federal)

Program features

- The primary features of the current HSIP are retained, including the requirement for a comprehensive, data-driven, **Strategic Highway Safety Plan (SHSP)** that defines State safety goals and describes a program of strategies to improve safety. The SHSP remains a statewide coordinated plan developed in cooperation with a broad range of multidisciplinary stakeholders.
- States are required to have a safety data system to perform problem identification and countermeasure analysis on all public roads, adopt strategic and performance-based goals, advance data collection, analysis, and integration capabilities, determine priorities for the correction of identified safety problems, and establish evaluation procedures.

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Highway Safety Improvement Program

Reporting

- States are required to report to the Secretary on progress made implementing highway safety improvements, effectiveness, and the extent to which fatalities and serious injuries on all public roads have been reduced, including a breakdown by functional classification and ownership to the maximum extent practicable. The Secretary will establish the content and schedule for such reports, which will be made available to the public on the DOT website.
 - State Reports can be found at <http://safety.fhwa.dot.gov/hsip/reports/>

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Ch 31, Safety, Work Program Instructions (State)

- Highway Safety Improvement Projects are eligible for HSP funding if they meet one or more of the following minimum requirements:
 - Addresses a key highway safety problem area from the Florida Strategic Highway Safety Plan and a net present value (NPV) greater than 0; (see note below)
 - Identification on a high hazard location list and a NPV greater than 0. Projects with the highest NPV should receive the highest priority for funding; (see note below)
 - Skid hazard elimination with a NPV greater than 0; or friction number of 25 or less
 - Installation of paved shoulders or other run off road crash mitigation measures on rural highways, if a constructed NPV greater than 0 will be achieved or if justification is based on documented potential hazards; (see note below)
 - Elimination or mitigation of roadside obstacles
- The NPV is the annual monetary value of the benefits (B) minus the annual monetary value of the cost (C). Equation for NPV is $B - C$.
- Note: Projects not meeting NPV requirements but have supporting documentation to warrant the project as a potential safety project will be evaluated on a case by case basis. All projects not meeting NPV requirements will require approval by the State Safety Office.

Ref.: <http://www.dot.state.fl.us/programdevelopmentoffice/Development/PDFInstructions/WorkProgramInstructions.pdf>

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Florida Strategic Highway Safety Plan (SHSP)

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FL SHSP Vision, Mission & Goal

Vision To provide a safer surface transportation system for residents, businesses, and visitors

Mission The State of Florida, utilizing engineering, enforcement, education, and emergency response, will focus resources where opportunities for safety improvements are greatest

Goal 5% Reduction in Rolling 5-Year Averages of Fatalities and Serious Injuries

Ref. <http://www.dot.state.fl.us/safety/SHSP2012/StrategicHwySafetyPlan.pdf>

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2012 Emphasis Areas

- Aggressive Driving
- Intersection Crashes
- Vulnerable Road Users (pedestrians, bicyclists, motorcyclists)
- Lane Departure Crashes
- Impaired Driving
- At-Risk Drivers (aging road users and teens)
- Distracted Driving
- Traffic Data

Ref. <http://www.dot.state.fl.us/safety/SHSP2012/StrategicHwySafetyPlan.pdf>

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Questions?

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