



FLHSMV
FLORIDA HIGHWAY SAFETY AND MOTOR VEHICLES



2022-2023 Crash & UTC Data Improvement Grant Presented by Melissa Gonzalez

Crash Objective

Expand the crash data dictionary and/or Uniform Traffic Crash Report Manual to include edit checks and validation rules, links to other data systems and/or data elements populated from other traffic records systems to improve traffic record accuracy and completeness.

Plan and Logistics:

- Label crash data dictionary elements that are being populated by other traffic records databases
- Work with internal IT to identify any supplemental fields

Next Steps:

OPS Management Analyst - Advertisement closed 1/13. Received 21 applicants. Interviews to be scheduled

OPS Coordinator - Advertisement anticipated.

Crash Objective

Create a performance metric(s) for interfaces with the driver and vehicle systems to improve accuracy of the data submissions to the Crash, UTC, Driver and Vehicle Systems.

Plan and Logistics:

- Identified driver and vehicle fields being auto populated by LEA for crash and citation reporting
- Request sample data from FLHSMV Data Warehouse
- Compare fields such as DL # /person against the 4 database samples to identify accuracy issues (non matches)

Next Steps:

Hire/Advertise grant staff to continue efforts

Uniform Traffic Citation Objective

Successfully implement the S2S System by identifying and resolving duplicate credentials to improve uniformity of driver history data.

Current Status:

- State-to-State full system implementation conducted 1/13-1/15 with a successful go-live date of 1/17 for the driver history record component.
- Interviews conducted for 2 OPS clerks

Next Steps:

Appointment process has begun to begin resolving duplicate credentials

Uniform Traffic Citation Objective

Create a performance metric with respect to preventing and resolving duplicate record processing.

Current Status:

- Interviews conducted for 2 OPS clerks

Next Steps:

Appointment process has begun to begin resolving duplicate credentials



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2022-2023 Crash & UTC Data Improvement Grant



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FFY 2023 Driver and Vehicle Data Quality Improvement Grant Asher Lucas, OPS Project Analyst

Grant

Objectives

- ☒ Create a project plan to implement project goals for the driver and vehicle data systems.
- ☐ Develop at least one performance measure, including baseline measurements, and establish numeric goals to evaluate performance for each of the following:
 - ☐ Driver records system
 - ☐ Vehicle records system
- ☐ Identify recommendations for ongoing monitoring of data quality management and evaluation for the driver and vehicle systems.

Driver Records System

Social Security Number (SSN) Verification Flag – Completeness Measure

- All DL records should have a SSN Verification Flag.
- Tracking data to establish baseline and determine performance measure goals.

Driver License (DL) Record Purge – Accuracy Measure

- Are we maintaining records in accordance with our business rules?
- Three groups:
 - Deceased
 - Expired
 - Not licensed
- Tracking data to establish baseline and determine performance measure goals.

Vehicle Records System

Temporary Tag Fraud – Accuracy Measure

- Based on transactional data, key fraud indicators (so far):
 - Temp tag : Title ratio
 - After-hours temp tag issuances
 - Dealers exceeding maximum number of temp tag issuances
 - More than 3 temp tag issuances on a single vehicle identification number (VIN)

- Working to incorporate confirmed cases of fraud



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Questions?

Contact: AsherLucas@flhsmv.gov

Luis Dominguez
Project Director

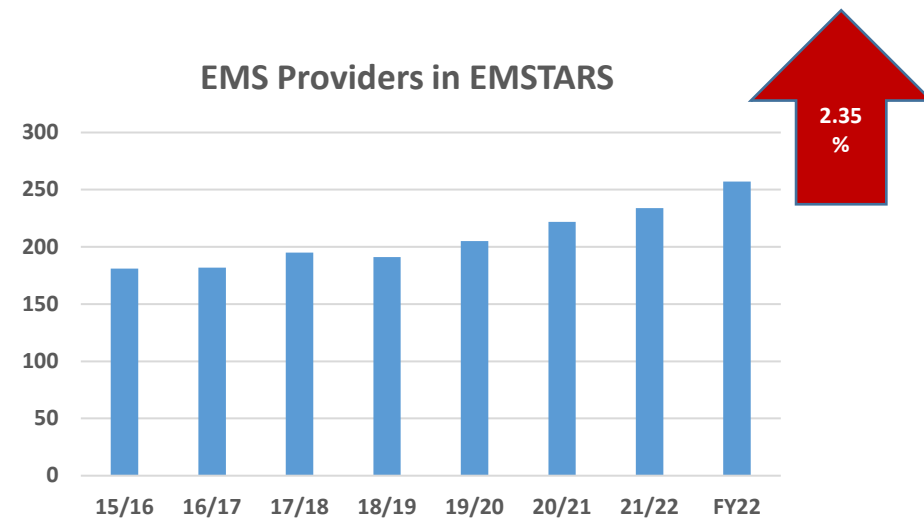
Brenda Clotfelter
Project Manager



Completeness

Increase % of EMS agencies
submitting to state incident
level repository to 90% by
9/30/23

82.35
%

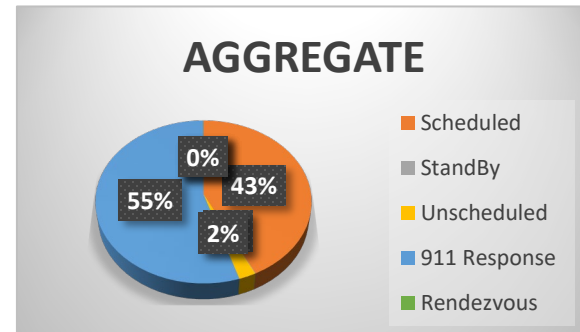
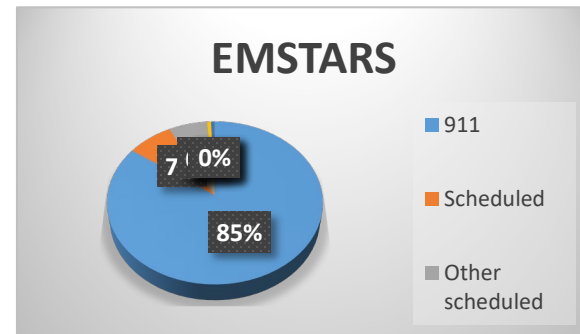


306 Total Licensed Agencies
252 Licensed Agencies in EMSTARS
4 Pending
50 Aggregate

Completeness

Increase % of EMS emergency run reports submissions to the state repository to 100% by September 30, 2023.

**98
%**



Uniformity

Increase % of EMS emergency
run reports submitted in
compliance with NEMSIS

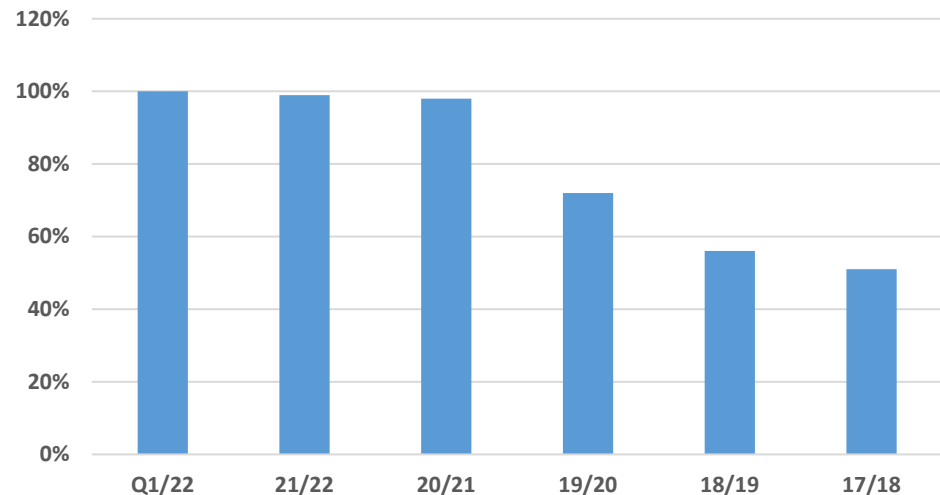
Version 3.5 to 50% by
September 30, 2023

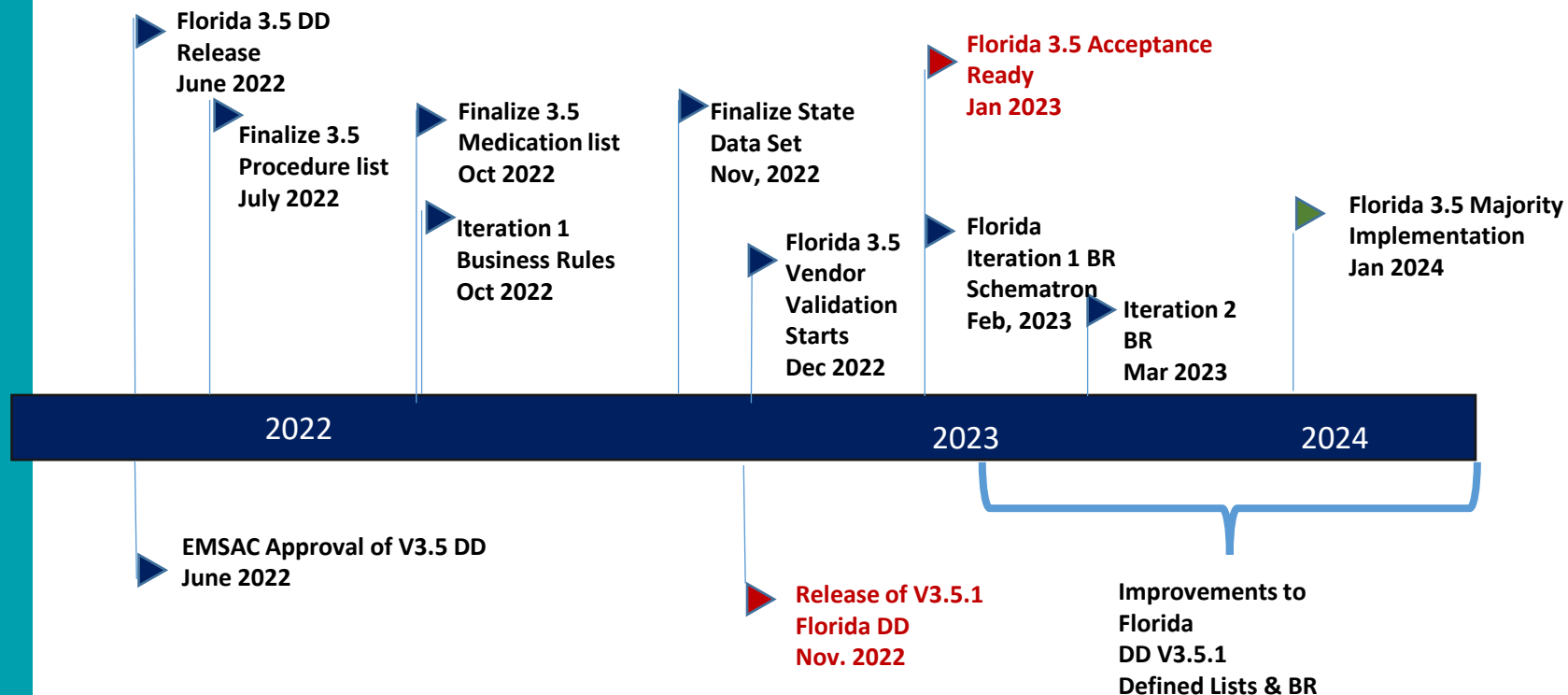
0%

Expect agencies to begin transition 1st qtr. 2023

V3.4 = 252

V3.4 Compliance – 100%





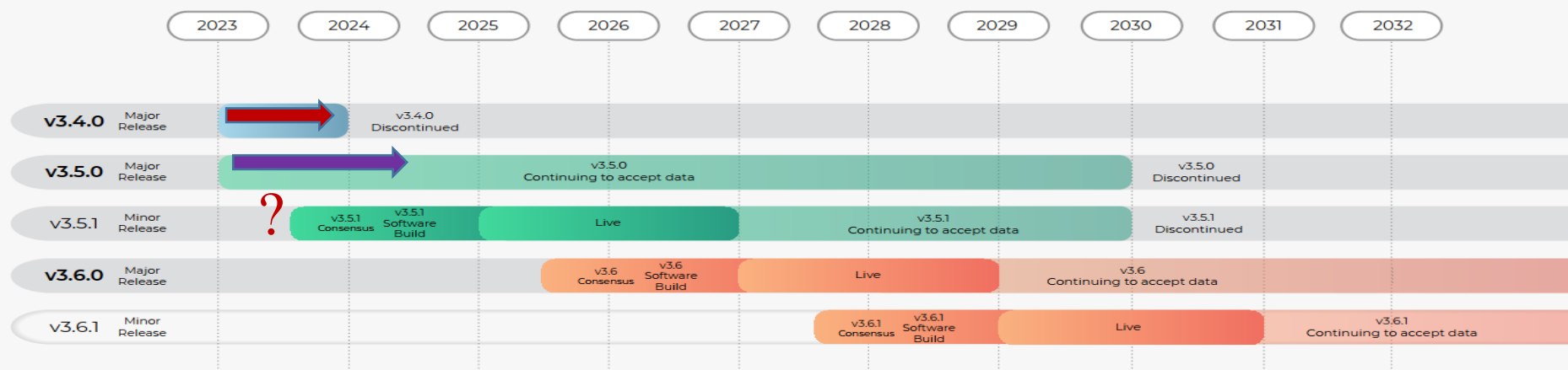
V3.5 Implementation Planning

Vendor State of Readiness

Vendor	# of Agencies	Owned by	NEMSIS v3.5	Florida V3.5 Validated
ESO Solutions	98		Yes	
Zoll	53		Yes	
Image Trend, Inc.	33		Yes	
Documed	15		No	
EMSCCharts, Inc.	10	Zoll	Yes	
SafetyPad	8	ESO	No	
American Medical Response	7		No	
Digitech	7		Yes	
EPR Systems USA Inc	5		Yes	
Truamasoft LLC	5		Yes	
Emergency Reporting	4	Zoll	No	
EMS Consultants Ltd.	4		No	
Cloud PCR LLC	2		No	
Metro pcr - Saffire Software	2		Yes	In validation testing
Stryker formerly Physio-Control (Sansio)	2		No	
			No - In Compliance Testing	
Creatie EMS - non compliant to Florida	1			
FIREHOUSE Software, A Xerox Solution	1		No	
Beyond Lucid			Yes	In validation testing



EMS Data Standard Version Timeline



Legend

Consensus: Stakeholders review and reach agreement on revisions.

Software Build: Software developers create and release tools for the new version.

Live: Version is complete, software is available, and data can be submitted to the TAC.

Continuing to accept data: Records in this version are accepted by the TAC.

Discontinued: Records in this version are no longer accepted by the TAC.

Type of Release

Informational Release: Includes corrections to the dictionary (e.g., typos, comments, update links). The release is "backwards compatible" (e.g., ePCR record generated in v3.5.0 is valid in v3.5.1).

Minor Release: Includes changes that are more permissive to the data standard (e.g., new optional elements or changing an error to a warning). The release is "backwards compatible".

Major Release: Includes changes that may be more restrictive (e.g., upgrading an element from state or optional to national). This release is NOT "backwards compatible" to the previous version.

Critical Patch: Corrects security or functionality that seriously compromises the daily function of the standard. Released as needed.

January 2023, supersedes previous drafts. Calendaring represents approximate start/end dates and should not be construed to represent a set schedule. Actual schedules will be developed as milestones approach.

FY 22/23 Objectives

Uniformity/Accuracy

Publish an update to the Florida Data Dictionary with business rules for NEMESIS 3.5 by September 30, 2023.

- ✓ Completed Updated Data Dictionary to include Iteration 1 Business Rules and Defined lists for procedures and medications
- ✓ Working on Iteration 2 Business Rules to include in Data Dictionary
- ✓ Working with Vendors to ensure V3.5 readiness
- ✓ Developing Implementation Tools for EMS agencies for transition

Completeness

S

Participate in NEMSIS Technical Advisory Conference and NASEMSO annual meetings to finalize the implementation strategy.

- ✓ **Participate in NEMSIS Technical advisory calls – biweekly**
- ✓ **Participate in NASEMSO calls – monthly or as scheduled**

Conduct four EMS Advisory Council Data Committee worksessions to continue maintaining Florida data standards, business rules and implementation best practices consistent with NEMSIS.

- ✓ **EMSAC Data Committee
1/18/23**

FY 22/23 OBJECTIVES

Accuracy

Monitor and report (quarterly) on a minimum of three data quality measures in addition to the NEMESIS data quality measures by **September 30, 2023** (Measure data quality around 3 state Clinical performance measures).

Overall NEMESIS Data Quality

90%

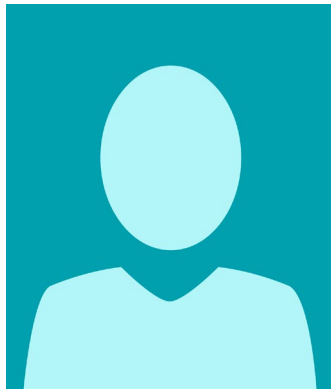
- *Patient Information* 97%
- *Cardiac Arrest* 89% -2
- *Valid System Times* 98%
- *Injury Information* **78% - 1**
- *Clinical Times Recorded* 80% +1
- *Other incident Information* 97%

✓ *Identification of clinical performance measures in progress*

[NEMESIS V3 Data Quality Dashboard](#)
2/1/23

EMS Field Data Collection

We appreciate your continued support.



Brenda Clotfelter

Data Unit / Bureau of Emergency Medical
Oversight

727-424-4530

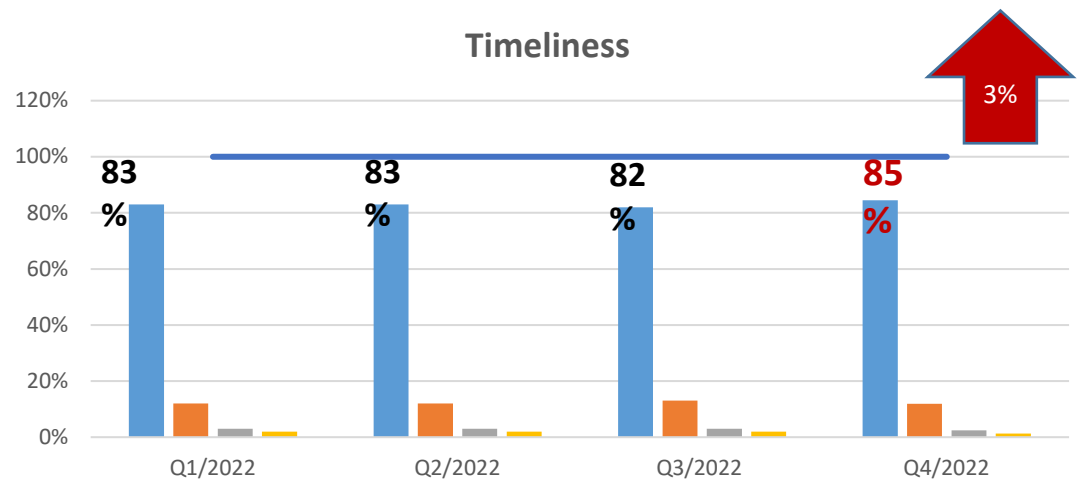
Brenda.clotfelter@flhealth.gov

Timeliness

Increase % of V3
EMS emergency run
reports received
within 10 hours of
the run to 70% by
September 30, 2023

85%

Q4/2022



*% may vary based on
resubmissions*

FY 22/23 Objectives

Accessibility

Y
Work in Progress

- Implementing improvements to DOH Operational Data Store to enable enhanced dashboard reporting
- Continuing to utilize biospatial for repository and data accessibility
 - ❖ Increase provider utilization of Biospatial reporting from 10% to 50%
- Implemented improvements to State EMS Strategic Measure Dashboards on biospatial
- Working to provide additional dashboards for users
- Working on development of enhanced training of dashboards



Timeliness

**Increase % of agency
Demographic records
resubmissions received every
30 days by September 30, 2023**

- ✓ Defining measurements – 3/23
- ✓ Developing baseline – target 3/23
- ✓ Monitoring/Reporting on measurements – 4/23

FY 22/23 Objectives

Integration

Link two additional data sources to the EMS state repository by September 30, 2023.

Current integrations within Biospatial

- Health Information Exchange
- Crash Records – *automated feed TBD*
- ESSENSE Integration
- Trauma Data (no formal linkage)
- Florida Stroke Registry in progress
 - ✓ Requirements – 3/1/23
 - ✓ Implementation – 4/1/23



Contact Information



Brenda Clotfelter

Data Unit / Bureau of
Emergency Medical Oversight

727-424-4530

Brenda.clotfelter@flhealth.gov



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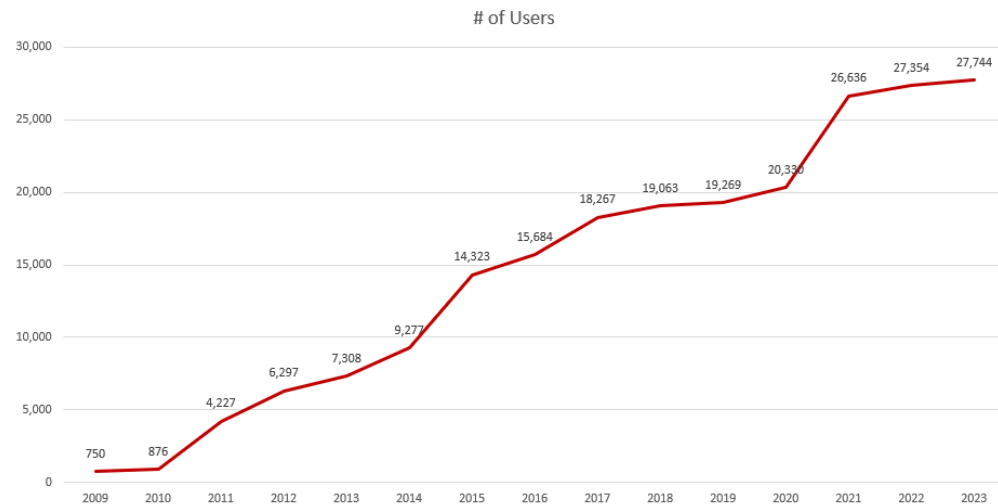
February 3, 2023

TRAFFIC AND CRIMINAL SOFTWARE



TraCS Growth - Users

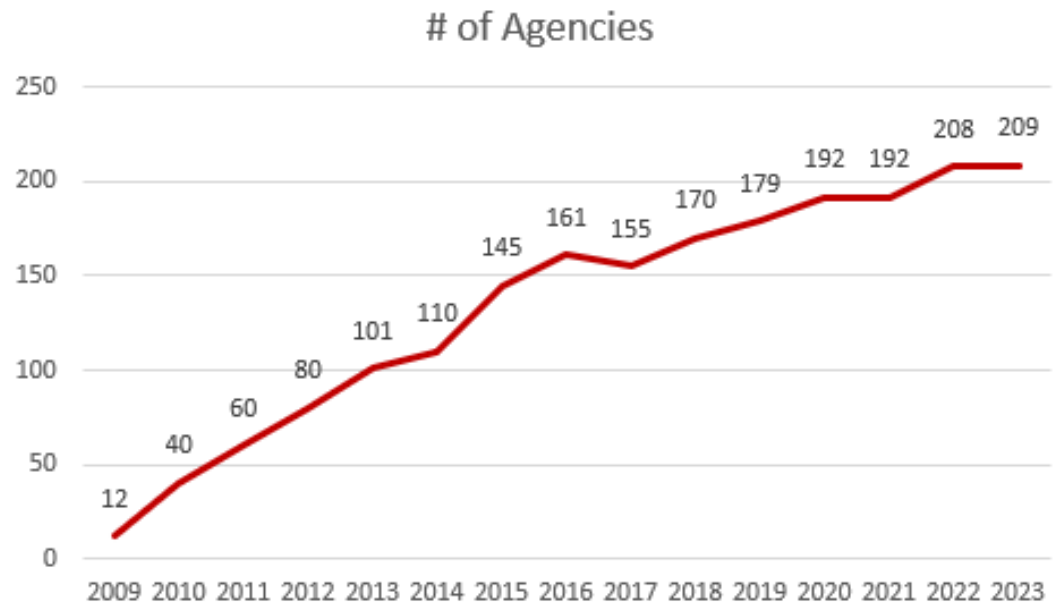
- Users
 - 2008: 750
 - 2023: 27,744





TraCS Growth - Agencies

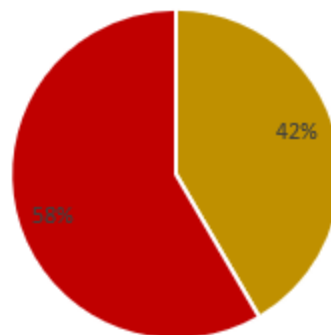
- Agencies
 - 2008: 12
 - 2023: 209





TraCS Growth – Agencies

LEAs Participating in FDOT Traffic Safety Grants



■ Total LEAs ■ TraCS LEAs

TraCS LEAs - 205

Total LEAs - 351



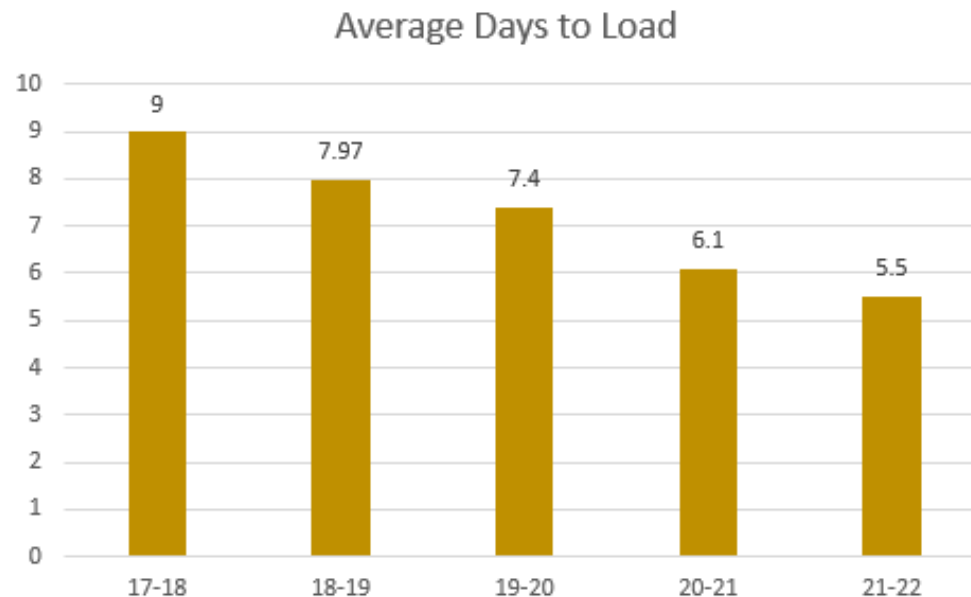
TraCS Growth – New Agencies

- Coral Gables PD
 - Officially submitting crashes electronically and no longer mailing in paper!



Objective 1: Timeliness

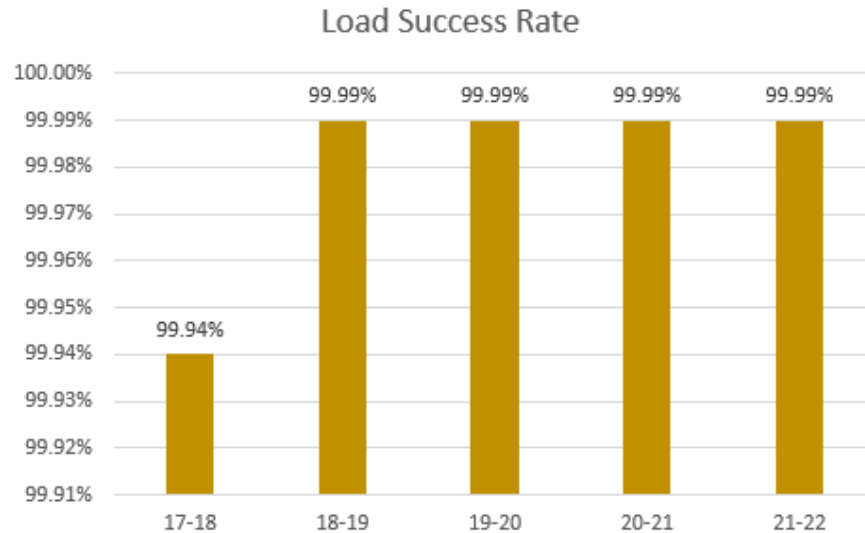
- To encourage TraCS agencies to maintain a low average delay between the initial crash date and the date on which the data is entered into state crash databases owned by DHSMV.
- *as of 9/2022





Objective 2: Accuracy

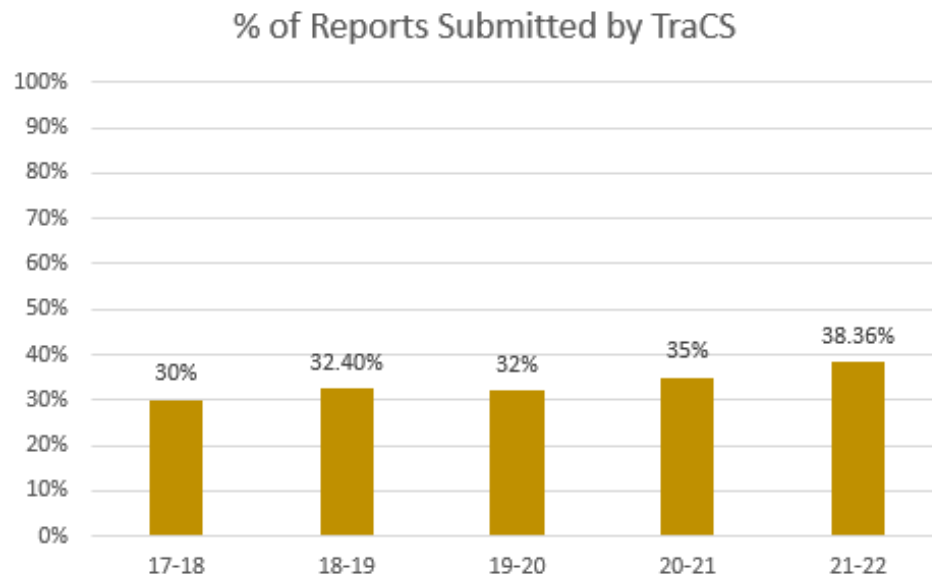
- To maintain the low number of load errors for crash reports submitted electronically to DHSMV using TraCS at less than one percent.
- *as of 9/2022





Objective 3: Completeness

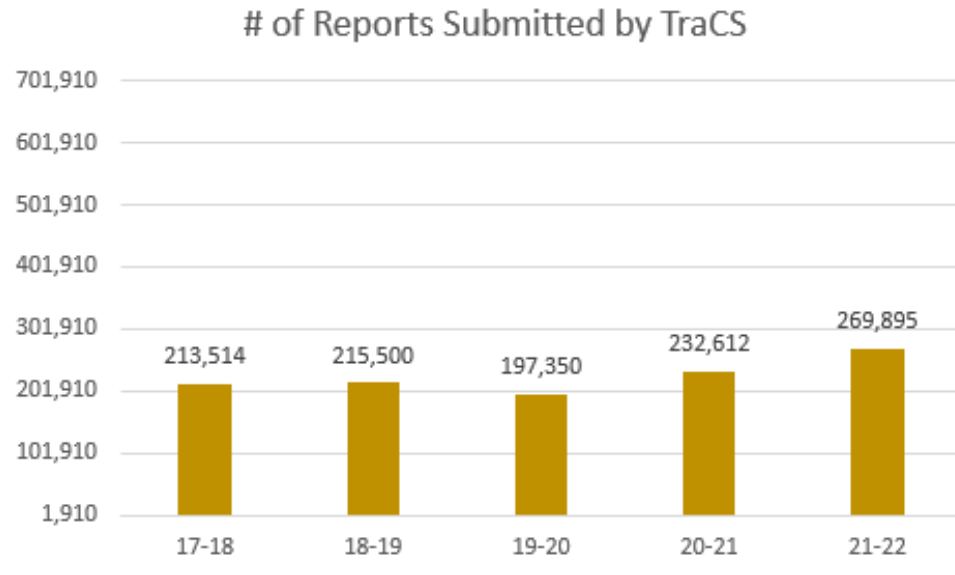
- To maintain or increase the total percentage of statewide **crash reports** submitted electronically by agencies using the TraCS Florida software.
- *as of 9/2022





Objective 3: Completeness

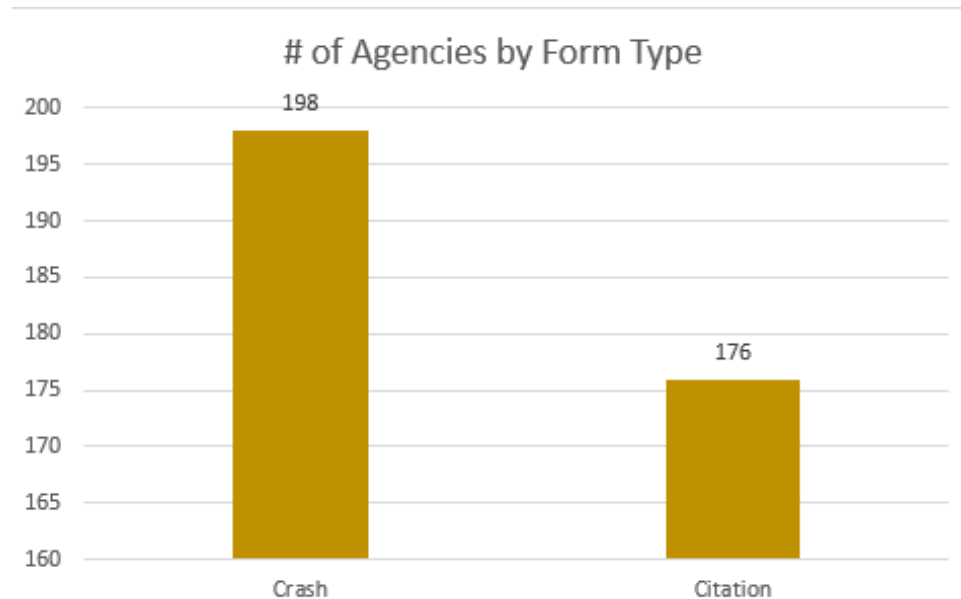
- To maintain or increase the total number of statewide **crash reports** submitted electronically by agencies using the TraCS Florida software
- Total crash count of 703,667 is for 10/1/21-9/30/22 obtained from Signal 4 Analytics





Objective 4: Uniformity

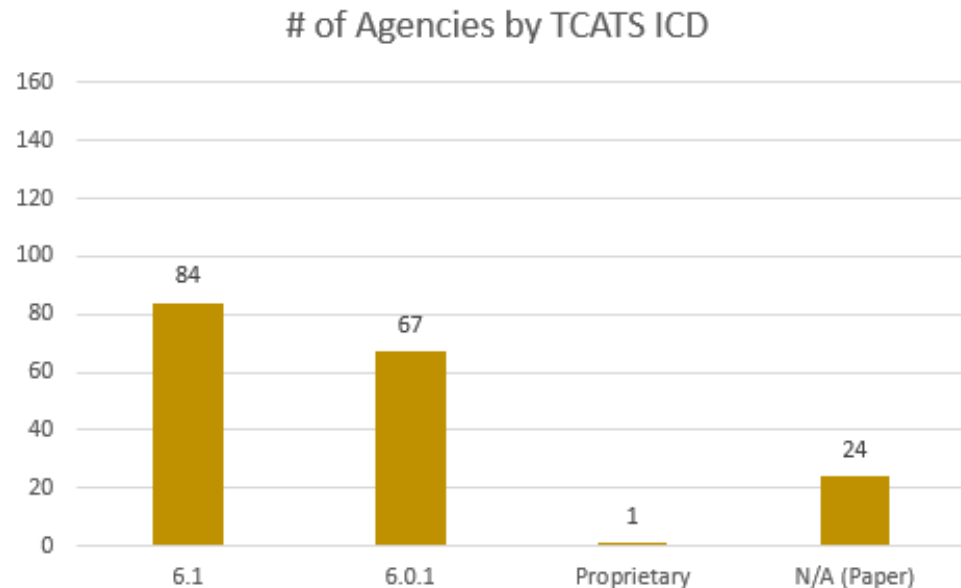
- To improve uniformity in data collection methods.





Objective 4: Uniformity

- To improve uniformity in data collection methods.
- 24 agencies submitting paper in Broward and Volusia counties

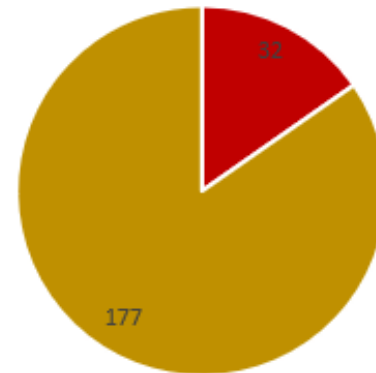




Objective 5: Integration

- To maintain the number of agencies using FCIC/NCIC interfaces.
 - ELVIS/TraCS use vs. other vendors

TraCS-ELVIS Integration Use

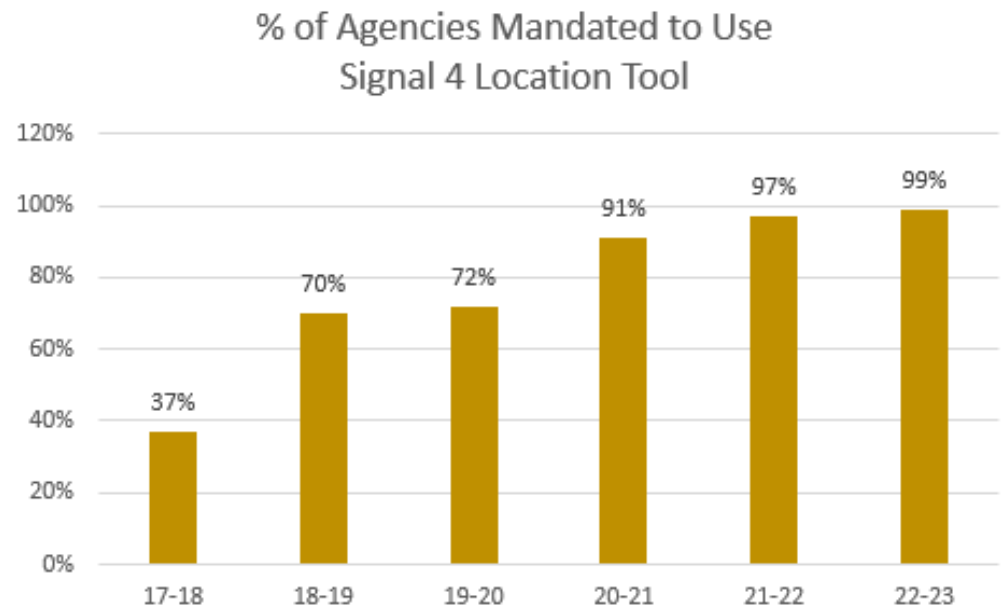


■ Agencies Do Not Use ELVIS ■ Agencies Do Use ELVIS



Objective 5: Integration

- To increase the number of TraCS agencies using a location tool to plot accidents on the crash form.
 - 11 agencies do not use our crash form
 - 6 have the mandate turned off
 - Bay County Schools PD
 - Cottondale PD
 - Graceville PD
 - Hialeah Gardens PD
 - Kenneth City PD
 - Valparaiso PD
 - **Palm Beach County SO has the mandate turned on as of 1/24/2023!**

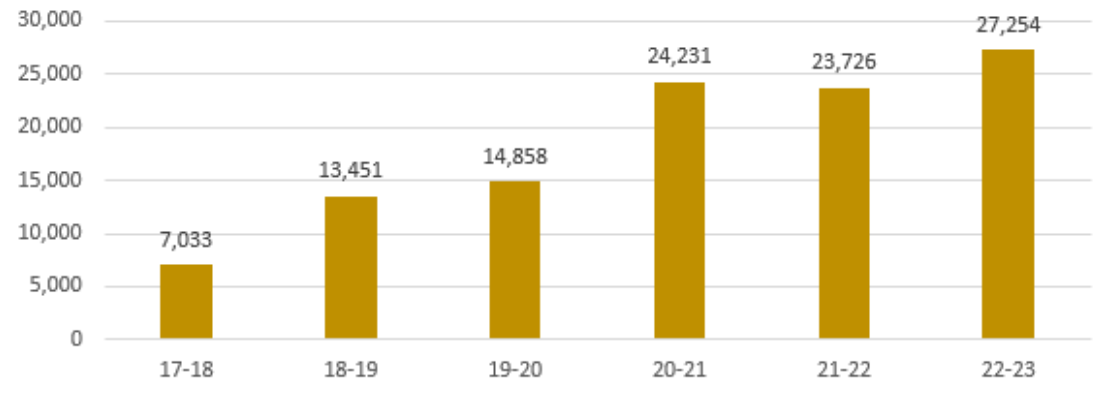




Objective 5: Integration

- To increase the number of TraCS users using a location tool to plot accidents on the crash form.

of Users Mandated to Use
Signal 4 Location Tool

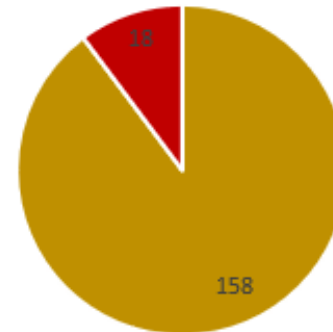




Objective 5: Integration

- Agencies mandated to use the location tool on citations.

of Agencies Mandated to Use
Signal 4 Location Tool on Citaitons



■ # of Agencies NOT Mandated ■ # of Agencies Mandated



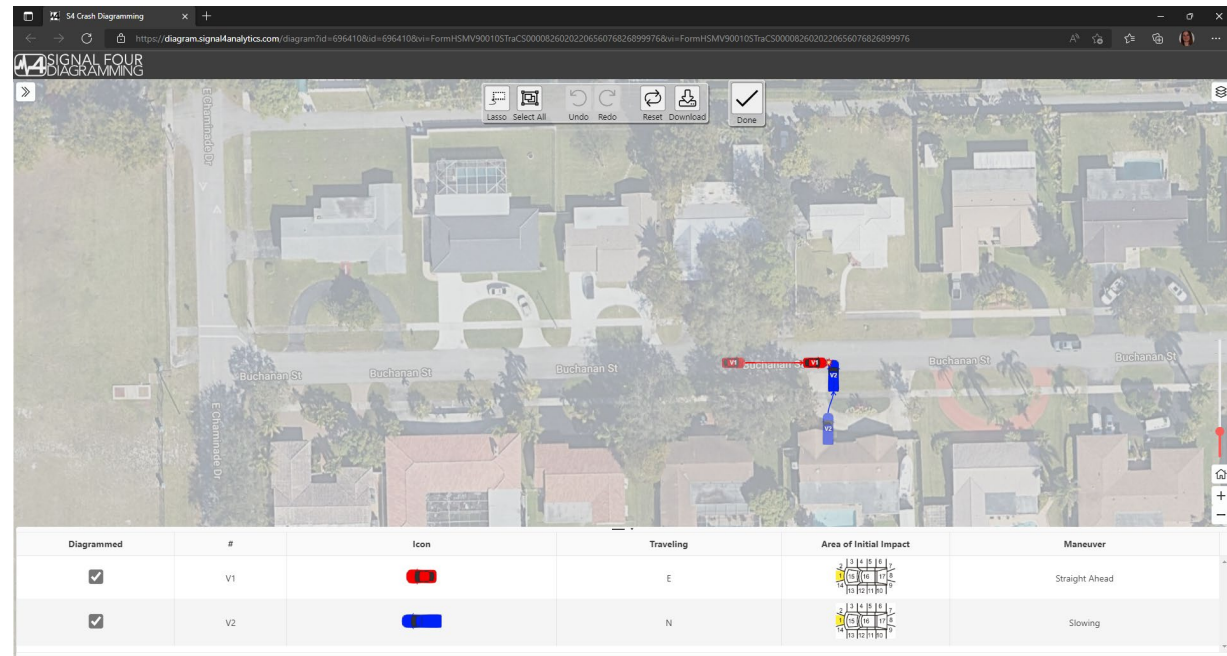
Objective 5: Integration

- **Signal 4 Diagram Tool**
- RECAP-The following parameters are passed from the location tool and crash report to the Diagram tool:
 - Manner Of Collision
 - First Harmful Event
 - Vehicle number
 - Body type
 - Vehicle Special Function
 - CMV Config
 - Cargo Type
 - Color Code
 - Travel Direction
 - Impact Area
 - Maneuver
 - Non-Motorist Number
 - Non-Motorist Description
- Roadway information now updates on crash report when changes are made to the location through the diagram tool.



Objective 5: Integration

- Here is a sample produced from our testing





Objective 5: Integration

- The diagram tool usage data now populates to a web-based report via a web service

S4 Crash Diagram Statistics



01/01/2023 through 01/30/2023			
Agency Name	Form Submit Count	User Submit Count	TraCS Users
Apopka Police Department	7	3	110
Boynton Beach Police Department	7	1	164
Bradenton Beach Police Department	1	1	11
Coral Gables Police Department	24	1	242
Deland Police Department	1	1	77
Panama City Police Department	29	1	160
Plantation Police Department	4	2	200
Rockledge Police Department	5	2	62
Seminole County Sheriffs Office	9	3	496
Total # of Forms Submitted:		87	

Start Date
1/1/2023

End Date
1/30/2023

Location Name



Objective 5: Integration

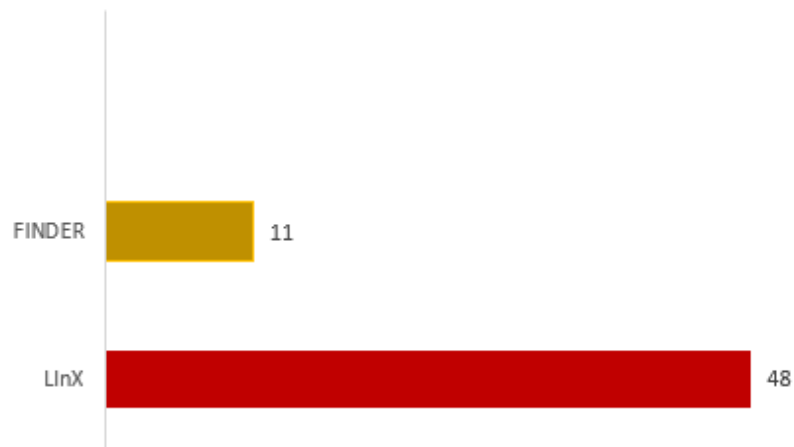
- Agencies Using Signal 4 Diagram Tool
- 9/30/22-1/30/23

Agency Name	Total Count
Apopka Police Department	8
Boynton Beach Police Department	25
Bradenton Police Department	1
Chiefland Police Department	14
Clearwater Police Department	14
Coral Gables Police Department	50
Deland Police Department	1
Lee County Sheriffs Office	243
Miami Police Department	69
Panama City Police Department	535
Pembroke Park Police Department	89
Plantation Police Department	4
Plant City Police Department	43
Rockledge Police Department	110
Seminole County Sheriff's Office	9
Tarpon Springs Police Department	73
Total Report Count	1288



LInX/FINDER Participation

Agencies Sharing Data w/ FDLE

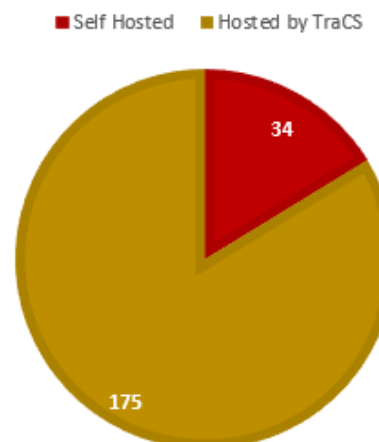




Objective 6: Accessibility

- To maintain a primary data hosting site
 - Hosting data for 175 agencies at Digital Systems Management (DSM)

TRACS-HOSTED VERSUS SELF-HOSTED





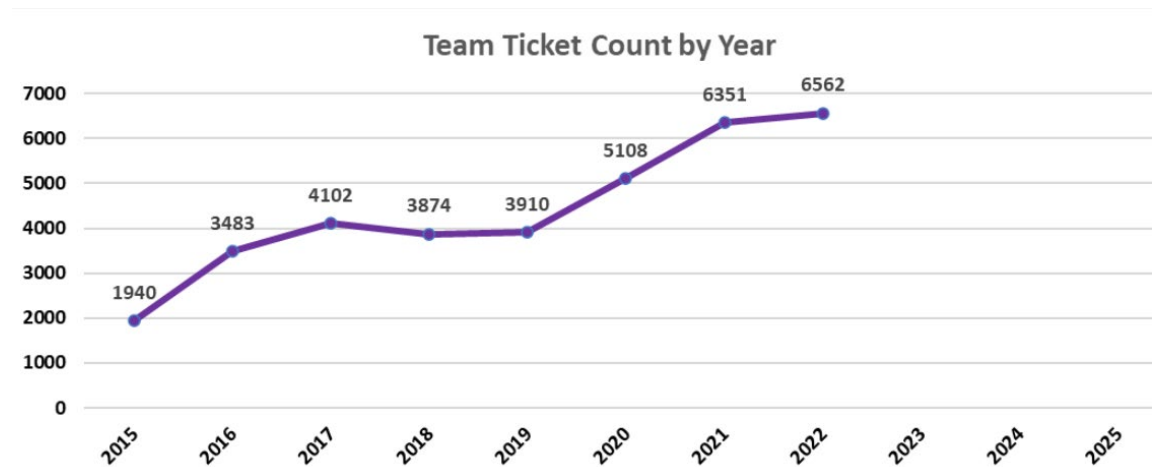
FY 22-23 Highlights

- Staff
 - Hire OPS support person
- Signal 4 Diagram Tool Integration
 - Continue to deploy to agencies
- Signal 4 Location Tool Integration
 - Upgrade everyone to a TraCS version using version 3 versus 2.3
 - UTC on TCATS 6.0.1 and updates to old crashes only using 2.3
- Citation
 - Test/implement transmissions of citation data directly to FCCC
 - Projected go live March 2023
- Crash
 - Begin work on new crash form using MMUCC 6th edition
 - Only if FLHSMV is ready



FY 22-23 Highlights

- Support & Development by Issue Tracker Count





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Thank you for your continued support!

Questions?

Amy Pontillo

phone: 850-509-2381

email: amyc@tracsflorida.org



ELVIS TRCC UPDATE

February 3, 2023

Better Data, Safer Roads.

OR Tag Number FL - Florida No CCW

Query Response FRQ [Add Comment](#) [Print Raw Data](#)

Vehicle Registration

This registration may be expired.

Tag Number	State	Expires	
AAA10A	FL	06/30/2009	
VIN Number	Make		
TESTVIN1	FORD		
Year	Color	Style	
2000	RED	2D	
Decal	Use	Weight	Original
16164769/9	PRIVATE	3400	No

First Registered Owner

Full Name	Sex	Date of Birth
LICENSE, GALINDO-CLINE ONE PAO		
License Number	Sex	Date of Birth
L252294615010	F	01/01/1961

Driver Summary



Full Name
GALINDO-CLINE ONE PAO LICENSE

License Number
L-252-294-61-501-0

Height Race Sex

Status
VALID LICE

State
FL



FAMU-FSU
COLLEGE OF ENGINEERING

Grant funding provided by the
Florida Department of Transportation



Welcome!

Team Members

- Dr. Lisa Spainhour, Principal Investigator
- Zoe Williams, Program Manager
- Margaret Edwards, Systems Administrator
- Capt. Bud Dasher, Support

February 2023 Statistics

Current ELVIS Usage

- 253 Agencies
- 29,722 user accounts
- 4,734,889 queries run this fiscal year
- Nearly 1.2M queries per month
 - Increase of ~83,000 queries per month over September numbers

FY22-23

- **Completeness and Uniformity**

- As always, lots and lots of state parser fixes to keep up with changing state formats and ensure elements parse correctly from each state

- **Accuracy and Integration**

- Integration with external crash and citation vendors to improve data accuracy continues to be expanded and improved
 - TraCS
 - Mark43
 - LexisNexis
 - FINDER
 - Others

- **Security Features**

- Investigating new advanced authentication methods and auditing capabilities

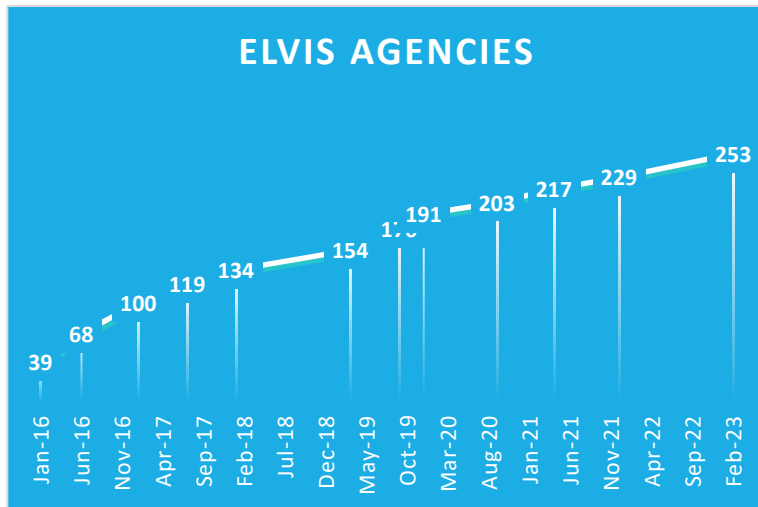
- **Accessibility**

- New agencies continue to be brought on board
 - Cocoa Beach Police Department
 - Flagler Beach Police Department
 - Wakulla County Sheriff's Office
 - Added 3 new agencies since September meeting
 - 546 new users
 - Increase of approx. 80,000 queries per month since last TRCC meeting
 - Evaluating future hardware requirements based on continuing increase in usage and current limitations
 - Last FY up-time was 99.51% averaged over the entire year
 - Seminole County SO backup site installation on hold while we evaluate hardware

ELVIS Usage over time, 2016-Present

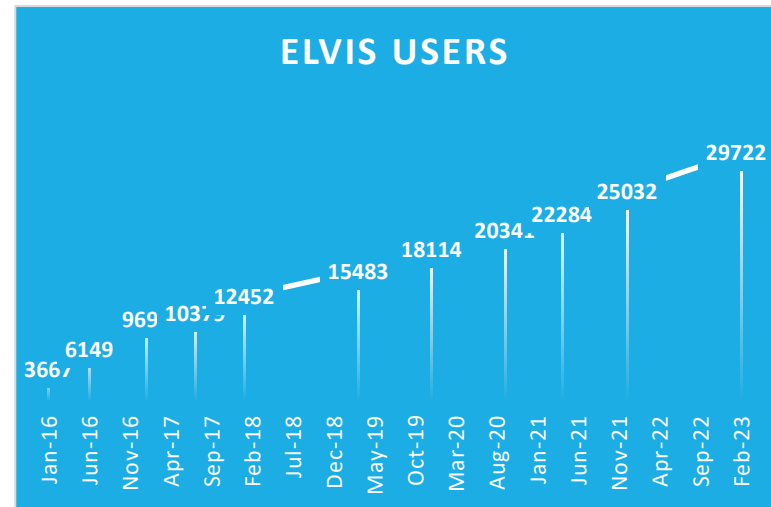
Law Enforcement Agencies

- 1/2016: 39
- 2/2023: 253



User Accounts

- 1/2016: 3,667
- 2/2023: 29,722

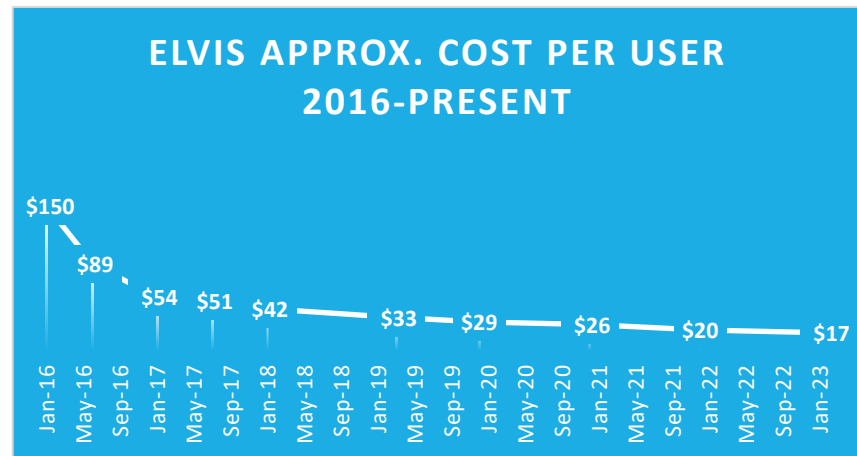


ELVIS Cost per User

FY22-23 Total Funding Request: \$508,000

Total users (as of 2/2/23): 29,722

Avg. Cost Per User: \$17



Thank You

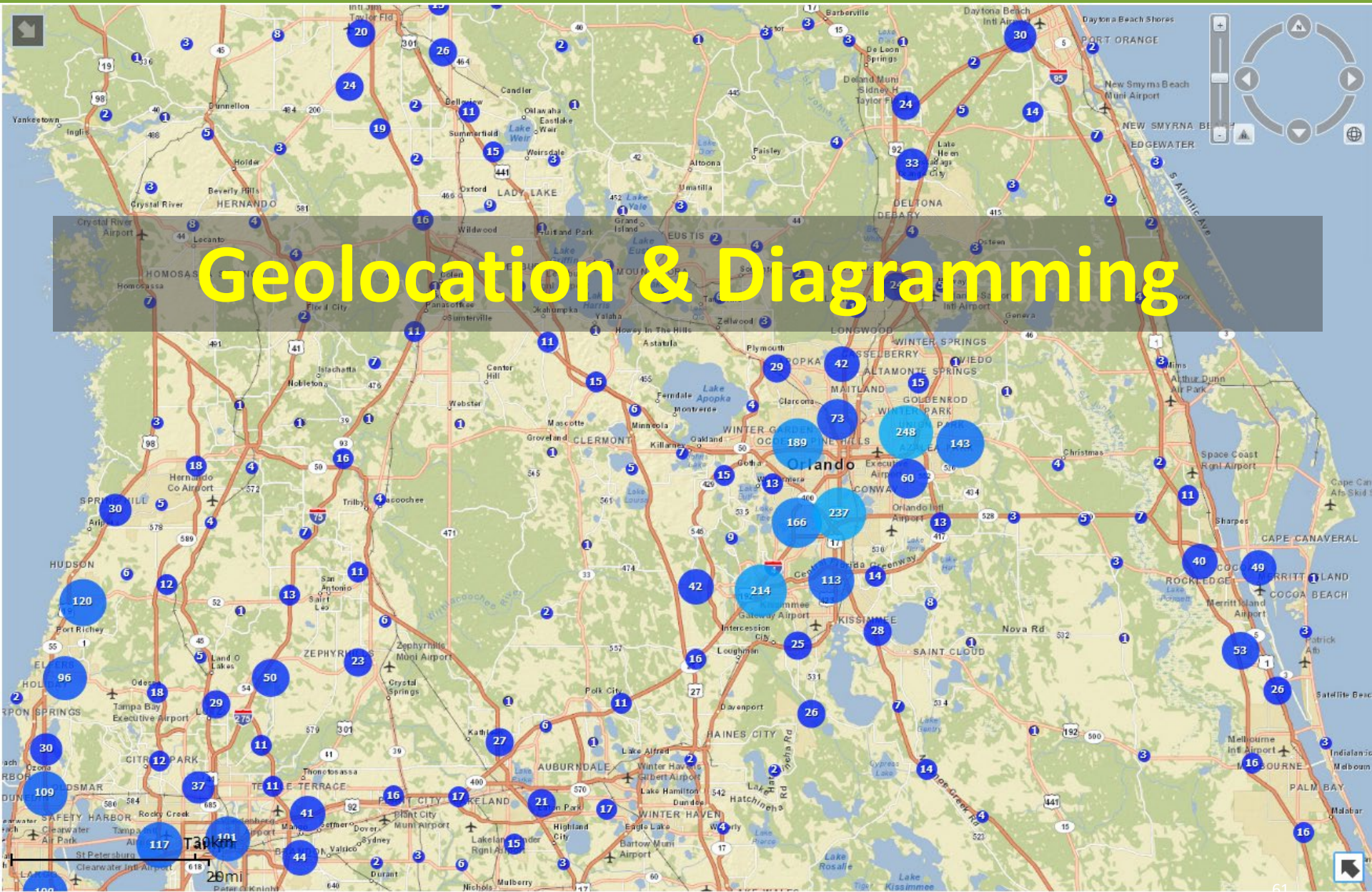
QUESTIONS?



Projects

1. Geolocation and Crash Diagramming to Improve Crash Data Location, Timeliness, and Quality (**S4 Geolocation & S4 Diagram**)
2. Expanding Accessibility, Utilization, and Data Integration of Signal 4 Analytics (**S4 Analytics**)
3. Car Rewrite (DOT funded)

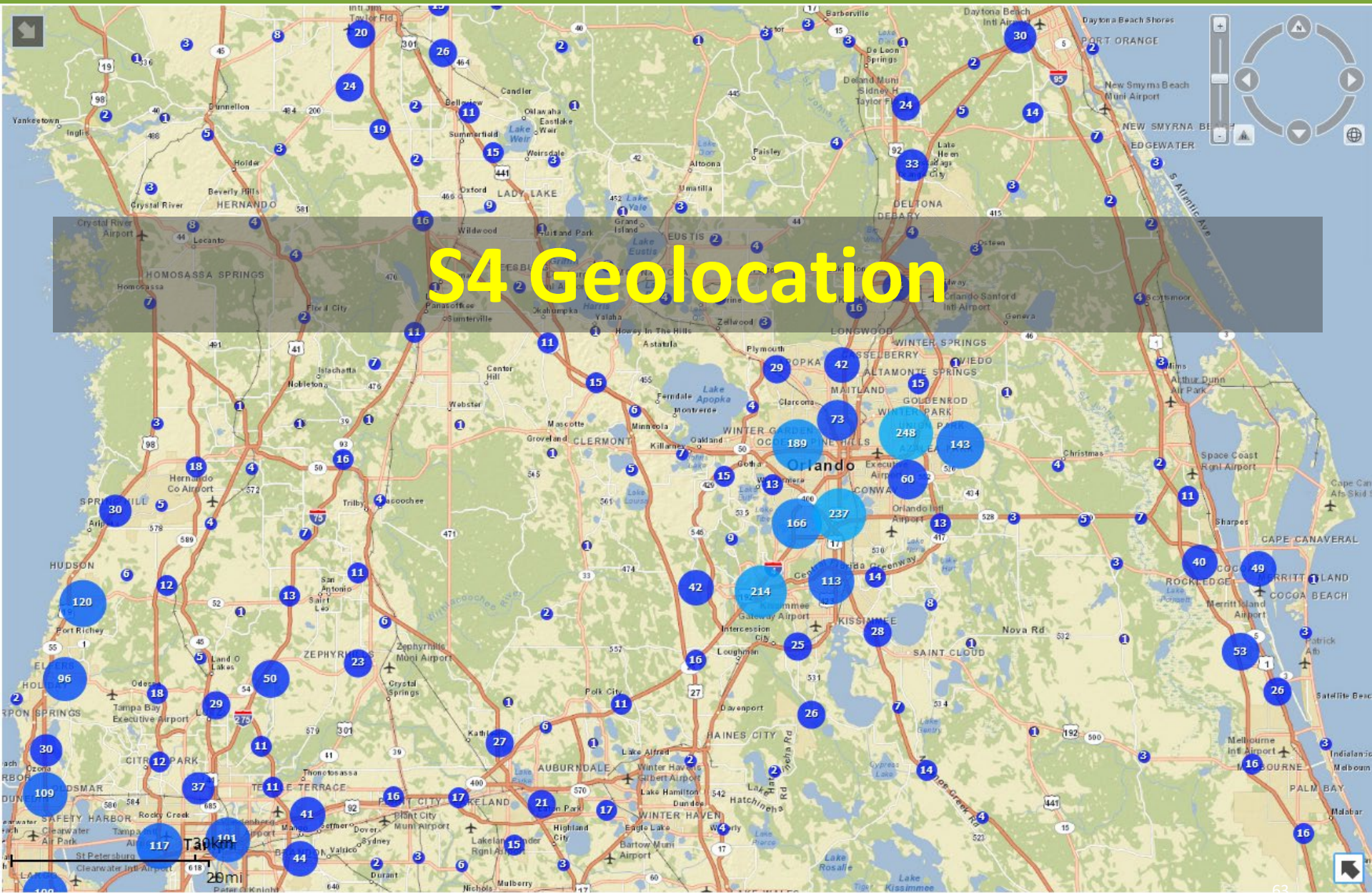
Geolocation & Diagramming



Geolocation & Diagramming Tasks

- a) Geolocation for LE (S4 Geolocation)
- b) Crash Report Diagramming (S4 Diagram)
- c) FDOT Geolocation (DGT)

SIGNAL FOUR GEOLOCATION



Mandated Agencies

- TraCS
 - **99%** for crash
 - **8%** for citations
- SmartCOP
 - Jacksonville SO for crashes

Current and Future Activities:

- Revising tool to support the most up-to-date version of Navteq
- Ongoing user and technical support
- Still waiting on SmartCOP upgrade to v3 in order to roll out to rest of SmartCOP agencies
- Working to develop process to reach to agencies of other vendors



S4 Diagram Purpose

- Improve data Accuracy, Time Saving, Efficiency and Consistency
- Ensure consistency between
 - Crash location and crash diagram
 - Relevant crash data elements and crash diagram

Recent Activities

- Close to 1,300 TraCS crash reports have used the S4 Diagram since September.
- Continued extensive testing and refinements
- Finalizing training videos
- Performing updates based on feedback

Agency	Diagram Count
Panama City Police Department	506
Lee County Sheriff's Office	243
Rockledge Police Department	105
Pembroke Park Police Department	89
Tarpon Springs Police Department	73
Miami Police Department	69
Plant City Police Department	43
Coral Gables Police Department	26
Boynton Beach Police Department	18
Chiefland Police Department	14
Clearwater Police Department	12
Apopka Police Department	1

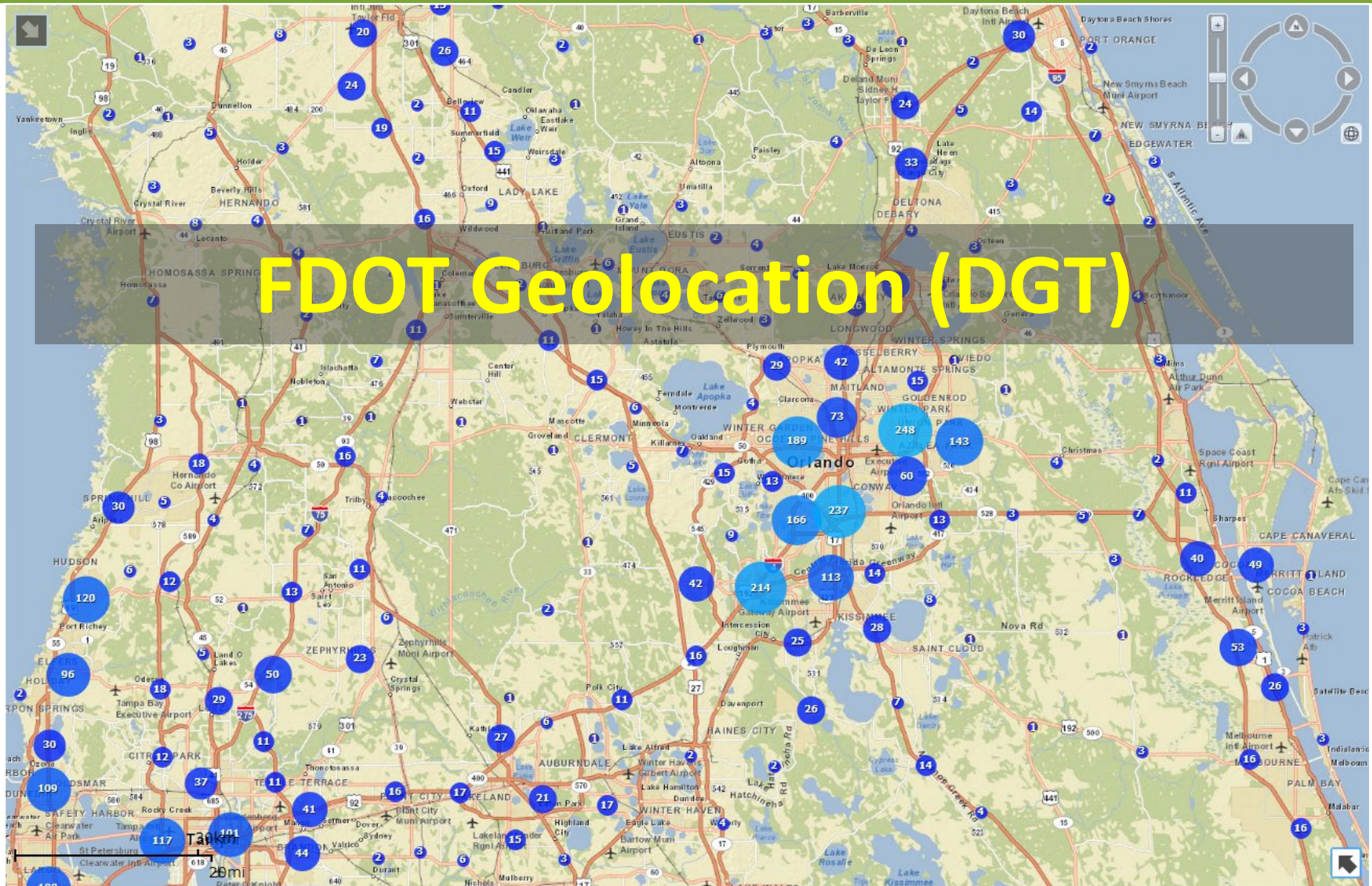
Planned Activities

- Training next week for 19 agencies
- Full release of the tool to these 19 agencies asap
- Release the tool to more TraCs agencies in the next two 2-3 months
- Develop process to reach out to agencies of other vendors

Agencies for Next Week's Training

Altamonte Police Department
Apopka Police Department
Boynton Beach Police Department
Bradenton Police Department
Charlotte County Sheriff's Department
Chiefland Police Department
Clearwater Police Department
Coral Gables Police Department
Deland Police Department
Fort Myers Police Department
Lee County Sheriff's Office
Miami Police Department
Panama City Police Department
Pembroke Park Police Department
Plant City Police Department
Rockledge Police Department
Seminole County Sheriff's Department
Tallahassee Police Department
Tarpon Springs Police Department

SIGNAL FOUR FDOT GEOLOCATION



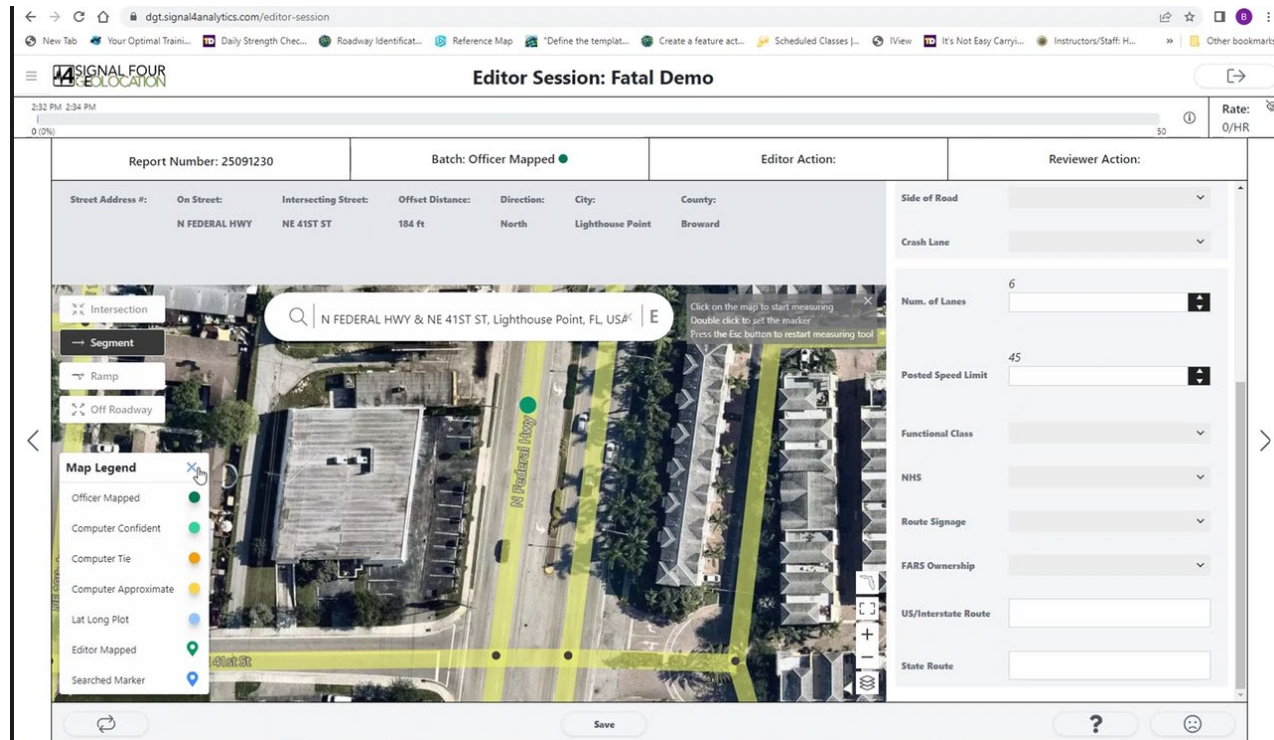


FDOT Geolocation Purpose

Unify the geolocation process across FDOT, S4 and LE agencies to achieve one consistent statewide geolocation process

Status

- In use for about 7 months
- Continued refinement and improvements
- Expansion for local editor/reviewer capabilities



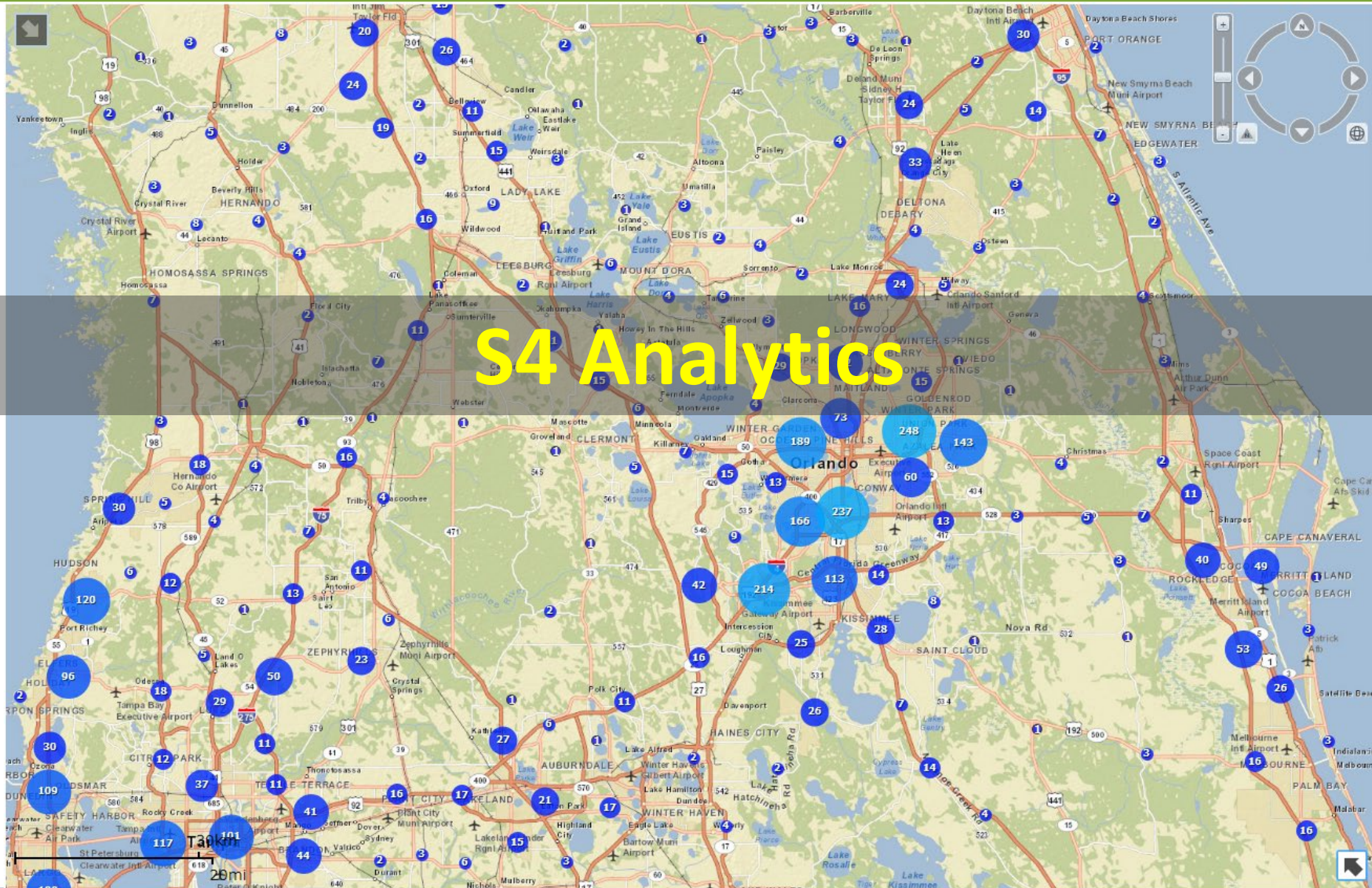


Activities In Progress

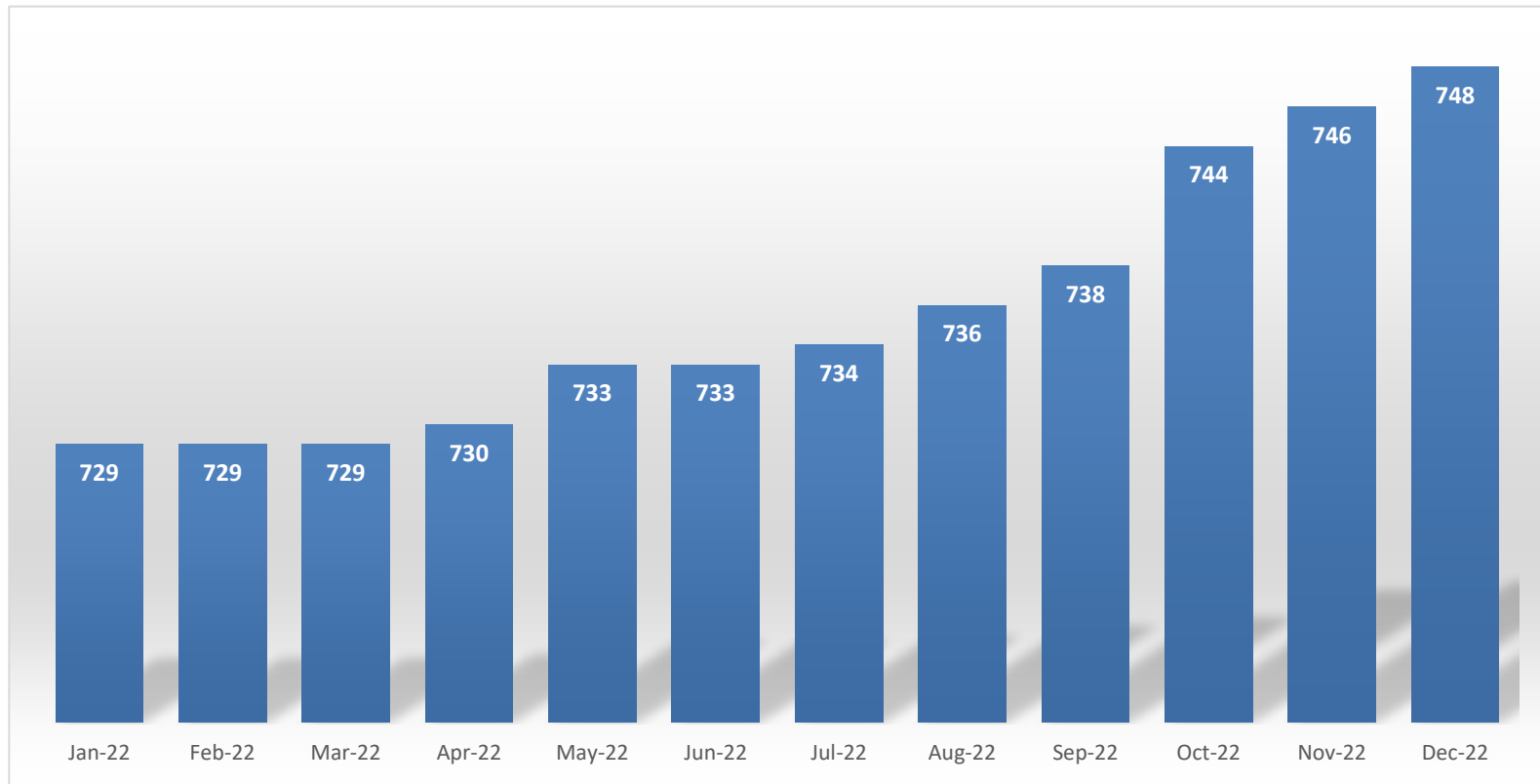
- Finalizing PBCAT 3.0 bike/ped crash typing
- Review the requested improvement from DOT, prioritize and start on them after PBCAT 3.0 is operational

Geolocation & Diagramming

Questions/Comments ?



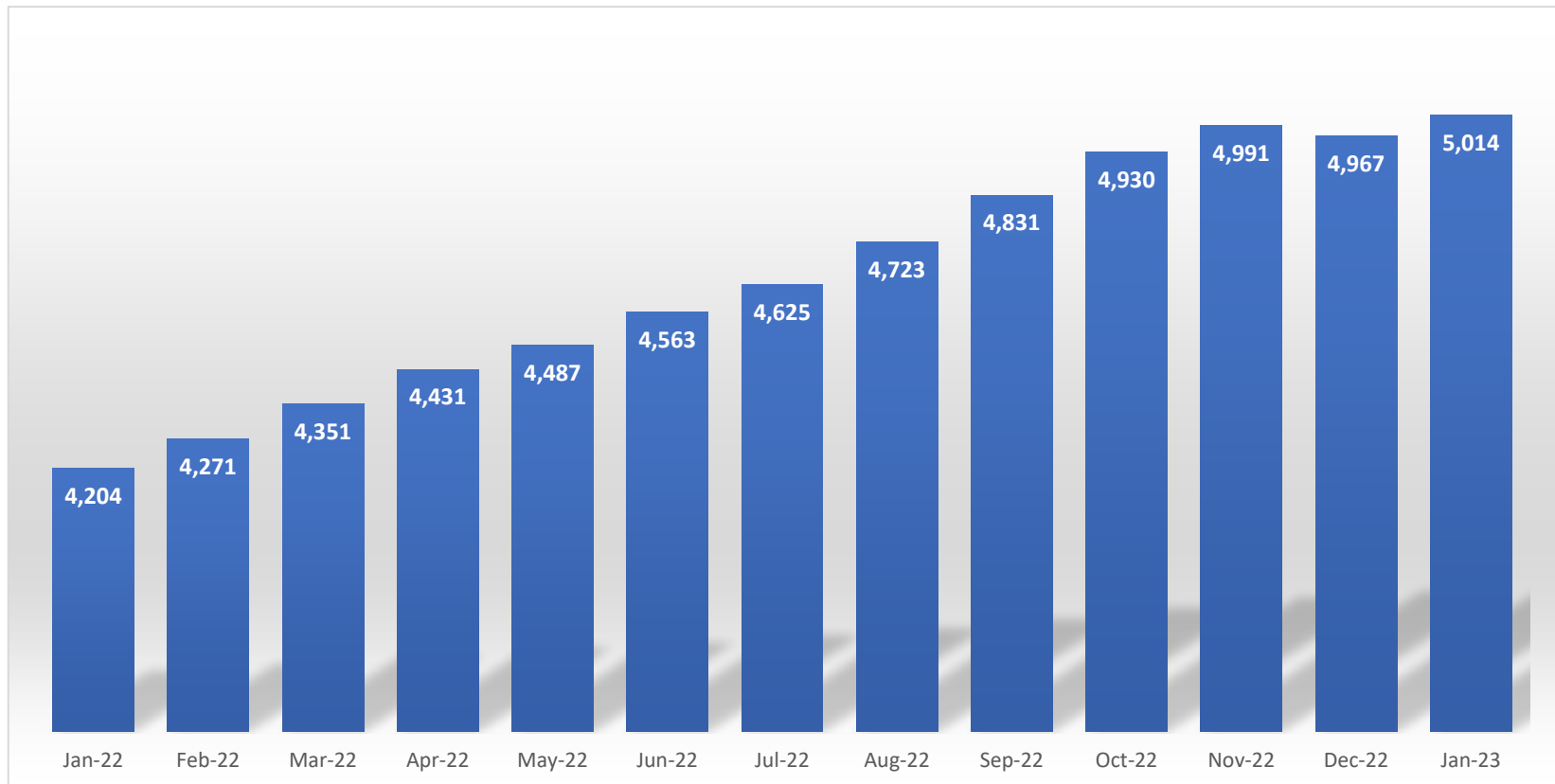
Number of Public Agencies



19 new agencies from January 2022

As of 2/2/23

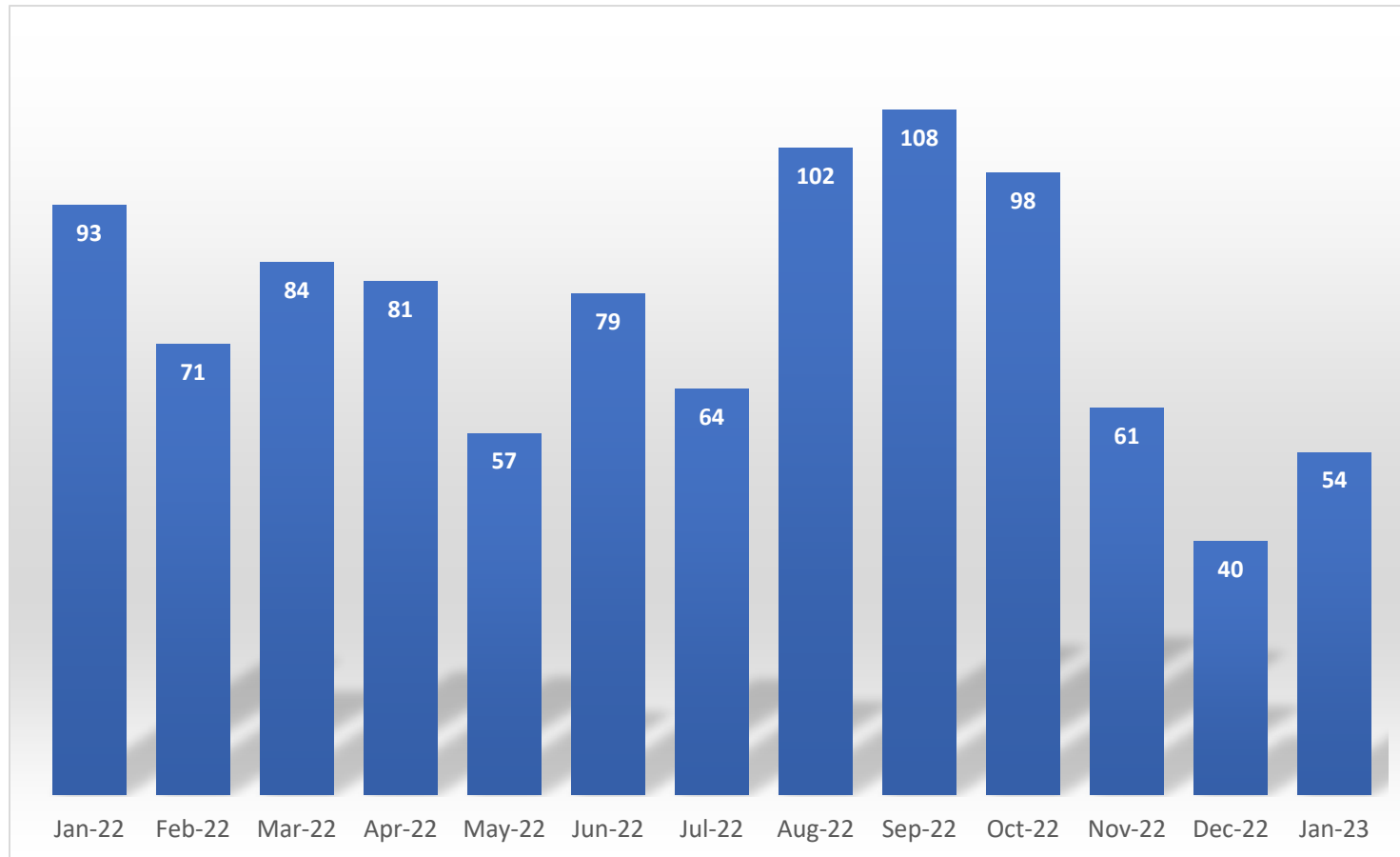
Number of Active Users



About **810** new users from January 2022

As of 2/2/23

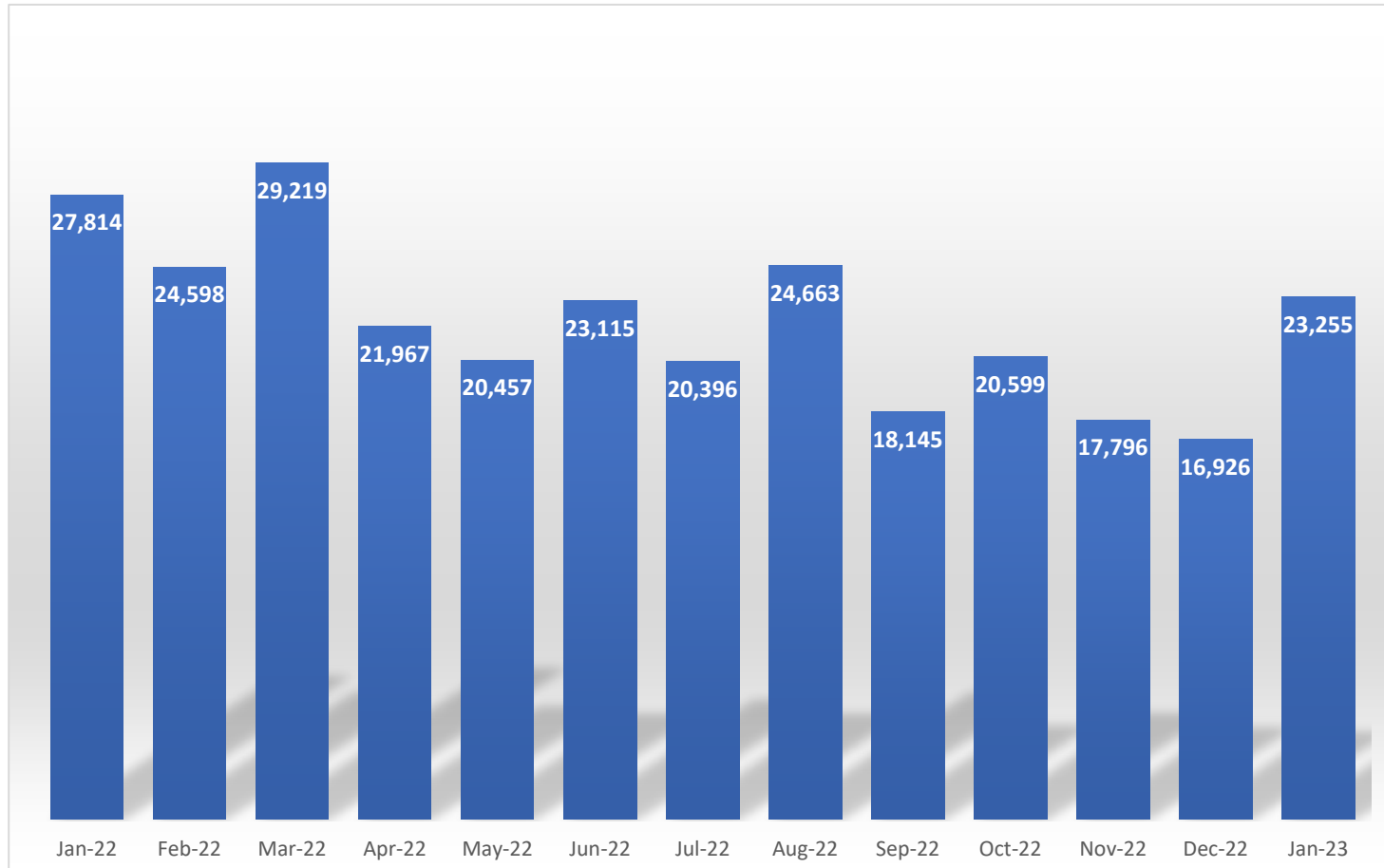
New Users by Month



On average about **76** new users per month

As of 2/2/23

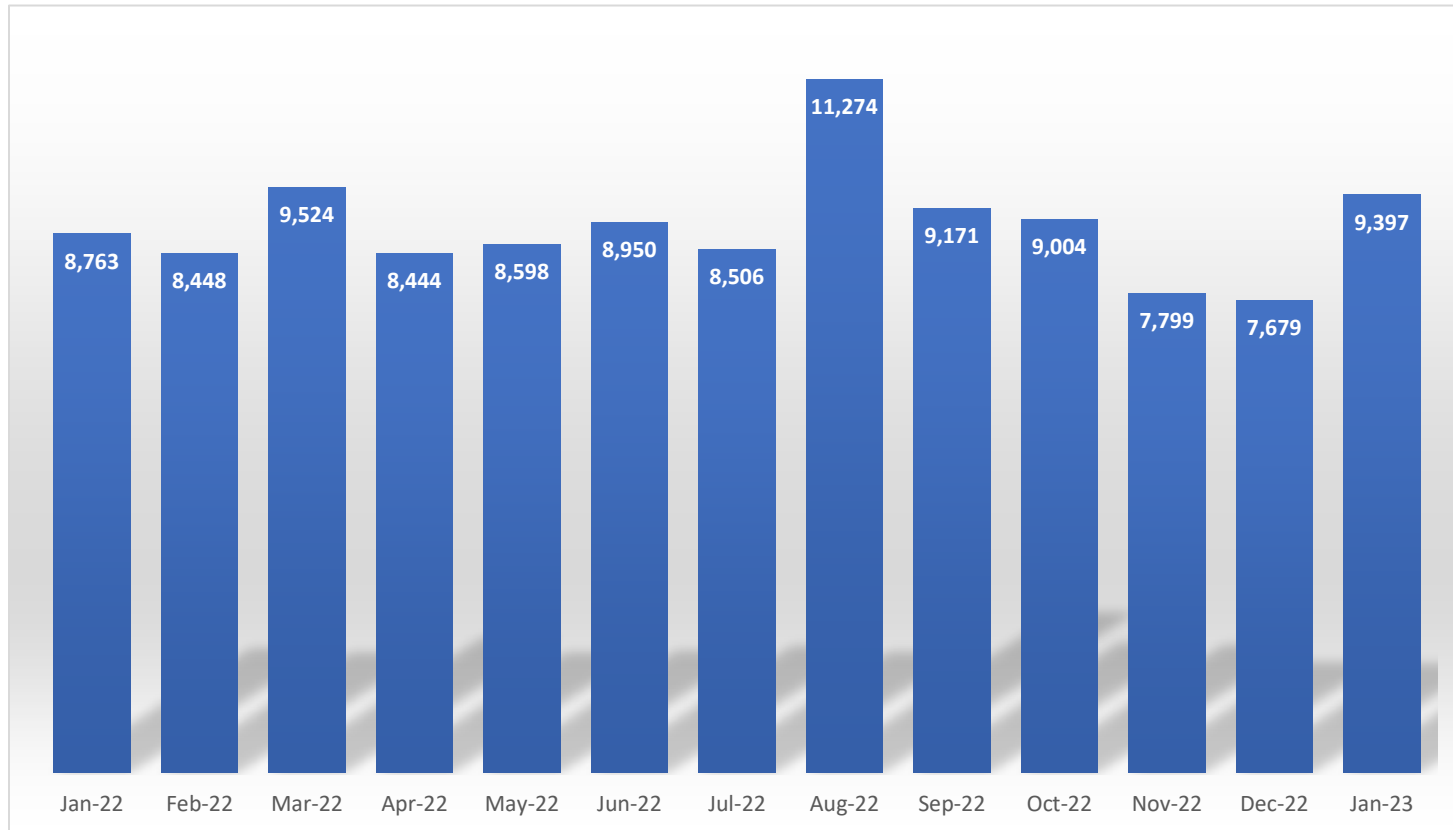
Number of Queries/Reports



In average about **22,600** queries/reports per month

As of 2/2/23

Public Dashboard – Unique Pageviews

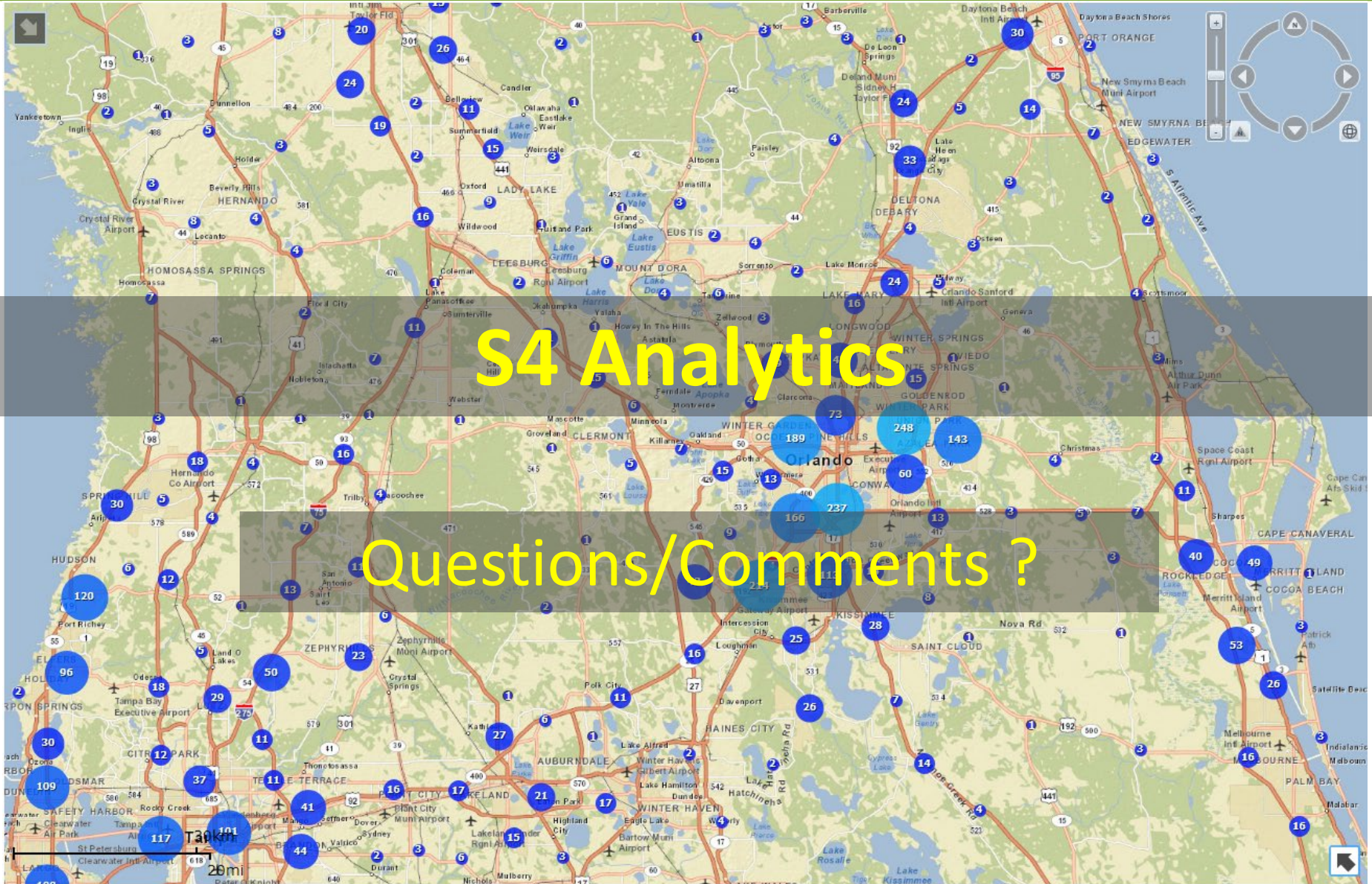


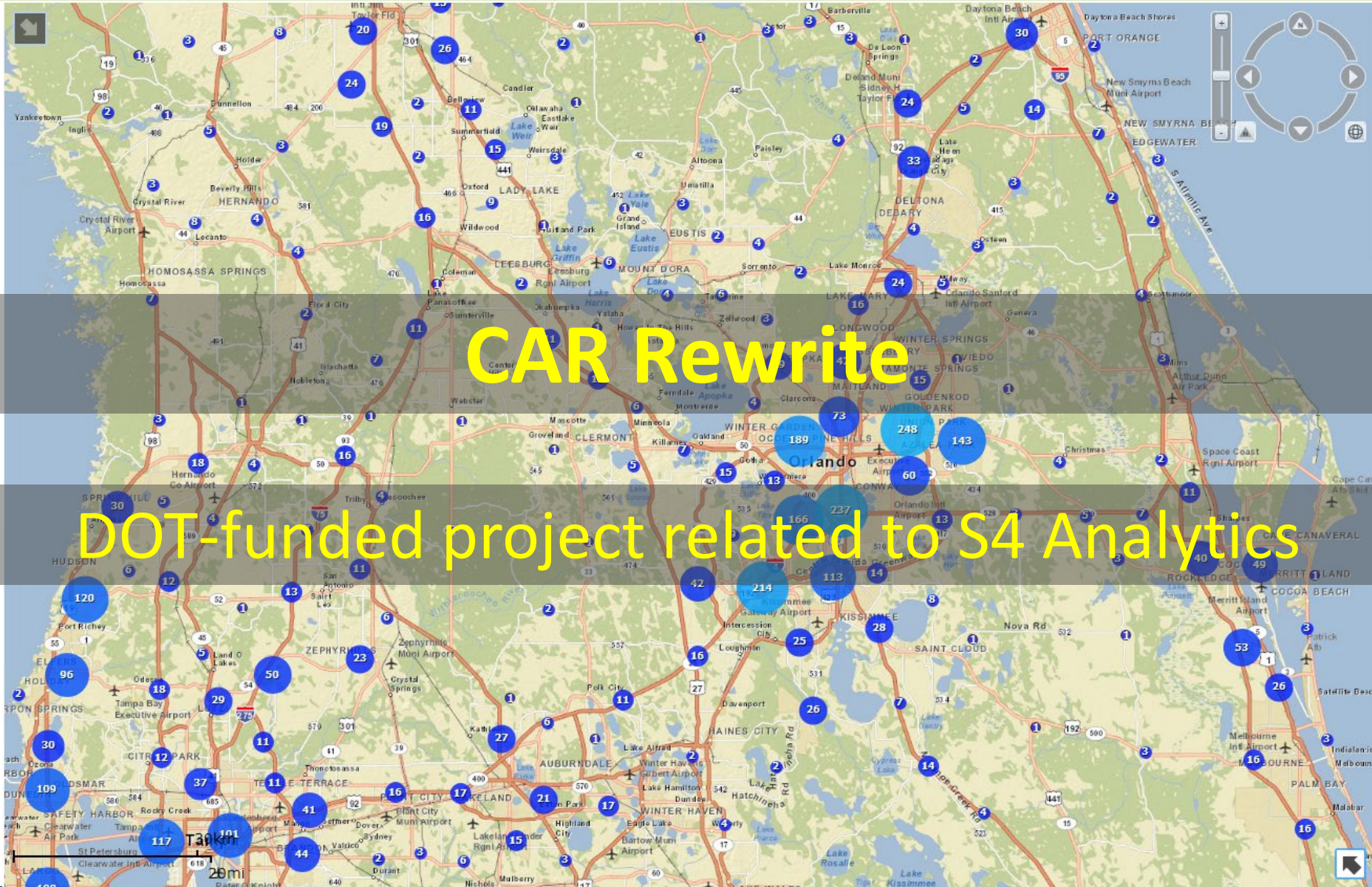
On average about **8,900** pageviews per month

As of 2/2/23, Source: Google Analytics

Ongoing Activities

- Requirements in development for Citations Dashboard
- Develop a process with LEL Group for training
- Update the analytics database to support PBCAT 3.0
- Revise user eligibility to data and crash report based on new FLHSMV requirements
- Planning a training webinar in the second quarter





Purpose

- Expand Signal 4 Analytics with the FDOT CAR system functionality.
- Consolidation of data, analytics, and reporting into one system.

Current Status and Ongoing Work

- Basic Analysis for final testing by the end of February
- Predictive Network Screening currently under DOT review
- FDOT data migration and conversion to FLARIS 2.1 in testing
- Historic Network Screening is work in progress

Basic Analysis

- Filters based on roadways

+

TARGET ZERO

👤

Time Period

Date Range

1/25/2023

to

1/31/2023

Location

Geographic Boundary

Administrative

Custom

🔍

Type to select a city, county, district o...

Roadway Type

+

Road System Identifier

+

Roadway by Area Type

+

Location Type

+

^

Specific Street or Intersection

None

▼

Reported By

Search reporting agencies

Search

🔍

Roadway Type

▼

☒ FDOT Public Roads

☐ FDOT Maintained (SHS, On System)

☐ FDOT Inventoried (Off System)

☐ Local Public Roads (Off System)

☐ Private Roads

Roadway by Area Type

☐ Urban

☐ Rural

Location Type

☐

Within

250

▲

▼

ft of intersection

☐ On Roadway Segment

☐ On Ramp

☐ Off Roadway

Basic Analysis

- Filters based on specific street or intersection

Search Crashes



Time Period

Date Range



1/25/2023

to

1/31/2023



Location

Geographic Boundary

Administrative

Custom



Type to select a city, county, district or ...



Specific Street or Intersection

None



None

Intersection

Street

Custom Network

DOT Roadway

cies



Vehicles



None

DOT Roadway



Or

Search by Roadway ID

Specific Street or Intersection

None

None

Intersection

Street

Custom Network

DOT Roadway

Specific Street or Intersection

DOT Roadway Selected

75012500

Milepoint between 0.5 and 1.5

Finalize DOT Roadway Selection

Milepoint Range: 0.000



To

1.757



Confirm, cancel or clear your selection. To refine by milepoint range, drag an endpoint or enter value in above input.



Finalize DOT Roadway Selection

Milepoint Range: 0.500

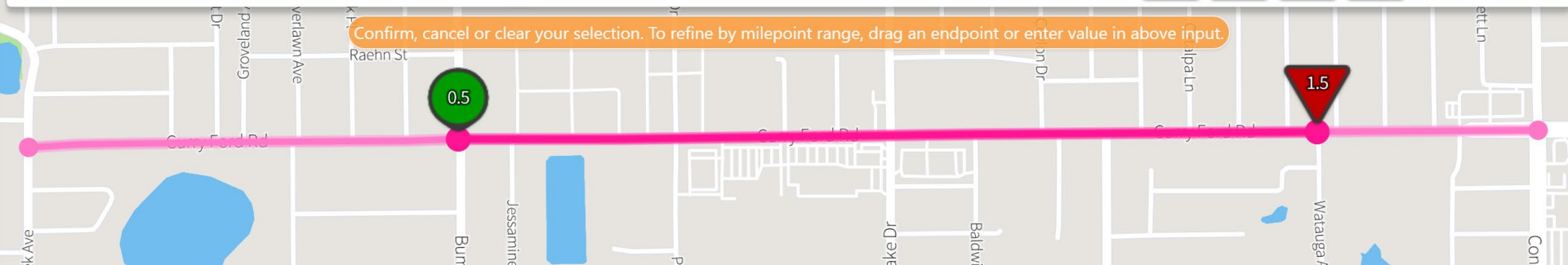


To

1.5



Confirm, cancel or clear your selection. To refine by milepoint range, drag an endpoint or enter value in above input.



Data grid

Injury Summary Common Attributes FDOT Attributes							
HSMV Report #	Reporting Agency Case #	Reporting Agency	Crash Date	Crash Time	City	County	Crash Street
24625297	220003167	Lake Wales PD	12/6/2022	8:30 PM	Lake Wales	Polk	SR-60
24625305	220003160	Lake Wales PD	12/5/2022	6:26 PM	Lake Wales	Polk	HWY 27
24625306	220003204	Lake Wales PD	12/10/2022	8:43 AM	Lake Wales	Polk	N SCENIC HWY
24646372	22-983839	Hillsborough Co SO	12/9/2022	8:26 AM	Unincorporated	Hillsborough	GIBSONTON DR
24646374	22-984940	Hillsborough Co SO	12/9/2022	2:29 PM	Unincorporated	Hillsborough	CR-672
24646486	22-985367	Hillsborough Co SO	12/9/2022	5:10 PM	Unincorporated	Hillsborough	W FLETCHER AVE
24646505	22-988118	Hillsborough Co SO	12/10/2022	1:14 PM	Unincorporated	Hillsborough	SUMMERALL RD

Injury summary table

Injury Summary						
Common Attributes						
FDOT Attributes						
	Total	Fatal Crashes	Serious Injury Crashes	Injury Crashes	Property Damage Only Crashes	
Crashes	695716	3206	12717	147796	531997	
Fatalities (within 30 Days)	3446	3446	0	0	0	
Incapacitating Injuries	15924	684	15240	0	0	
Non-Incapacitating Injuries	73057	901	2938	69218	0	
Possible Injuries	159407	628	3735	155044	0	
No Injuries	1415554	2573	11653	186062	1215266	
Non-Traffic Fatalities	192	1	4	38	149	

FDOT required attribute table

Injury Summary											
Common Attributes											
FDOT Attributes											
HSMV Report #	DOT Roadway ID	Milepost #	Nearest Intersection Name	State Road Name	Average Daily Traffic	Year	Month	Day	Hour	Roadway Type Category	
Alcohol Involv...	First Harmful Event	Manner of Collision	Lighting Condition	Weather Condition	Road Surface	Roadway Conditions	DOT Site Location	Side of Road			
Vehicle 1 Special Function	Vehicle 1 Maneuver	Vehicle 1 Driver Action 1	Vehicle 1 Driver Age	Vehicle 2 Direction	Vehicle 2 Body Ty...	Vehicle 2 Special Function					
NM Description	NM Location	NM Prior Action	NM Action 1	NM Action 2	NM Age	Vehicles Involv...					

Data Extracts

Previous version

Select Data to Download

Crash Tables in CSV format (max 800,000 records per table)

☐ Events

☐ Drivers

☐ Non-motorists

☐ Passengers

☐ Vehicles

☐ Violations

☐ Pedestrian Typing

☐ Bicycle Typing

Mapped Crashes in GIS file geodatabase format (max 800,000 crashes)

☐ Mapped Crashes

Police Crash Report in PDF format (max 300 reports)

☐ Crash Reports

Data Dictionary

Cancel

OK



Download Crash Data

Select one or more choices below:

Individual Tables (Excel & GIS, max 800,000 records per table)

☒ Injury Summary

☐ Crash Event

☐ FDOT Roadway

☐ Driver

☐ Non-Motorist

☐ Passenger

☐ Vehicle

☐ Violation

☐ Pedestrian Typing

☐ Bicycle Typing

☐ Geolocation (GIS file)

Joined Tables (Excel, max 800,000 records per table)

☐ Crash Event & FDOT Roadway & Vehicle 1&2 and Driver 1&2

☐ Vehicle & Driver & Passenger (partial)

Police Crash Reports (PDF, max 300 reports)

☐ Individual Crash Reports

Readme File (Excel)

☒ Query parameters, disclaimer, data dictionary

☐ Add a note

0/undefined

Data Dictionary

Cancel

OK

New version

Predictive Network Screening

Data available from January 1, 2012 to January 1, 2013

-  Dashboard
-  Analysis
-  Event
-  Historic
-  Predictive
-  Record Search
-  Standard Reports

Search Predictive Data 

Time Period

Single YearMulti Year

Last Year

Geographic Area

State of Florida

Roadway Type

All Roadways

Network Type

Segments

Measurement Type

Average Crash Frequency

Show

Top 5

Search Predictive Data ×

Time Period

Single Year

Multi Year

Last Year



Geographic Area

Alachua County



Roadway Type

State Highway System



Network Type

Segments



Measurement Type

Crash Rate



Show

Top 5



Single Year

Multi Year

Last Year



Last Year

2020

2019

2018

2017

2016

Measurement Type

Crash Rate



Average Crash Frequency

Crash Rate

EPDO (Equivalent Prop Damage Only Avg

Critical Rate

Single Year

Multi Year

Five years 2017-2021



Three years 2019-2021

Five years 2017-2021

Measurement Type

Crash Rate



EPDO (Equivalent Prop Damage Only Avg

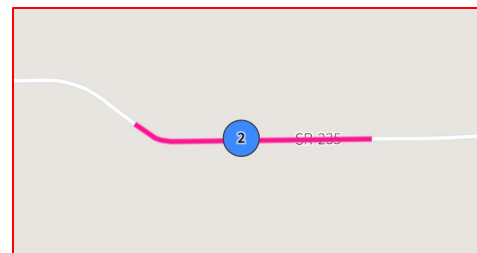
Excess predicted average crash frequency using SPFs

Expected average crash frequency with EB adjustments

Excess average crash frequency with EB adjustments

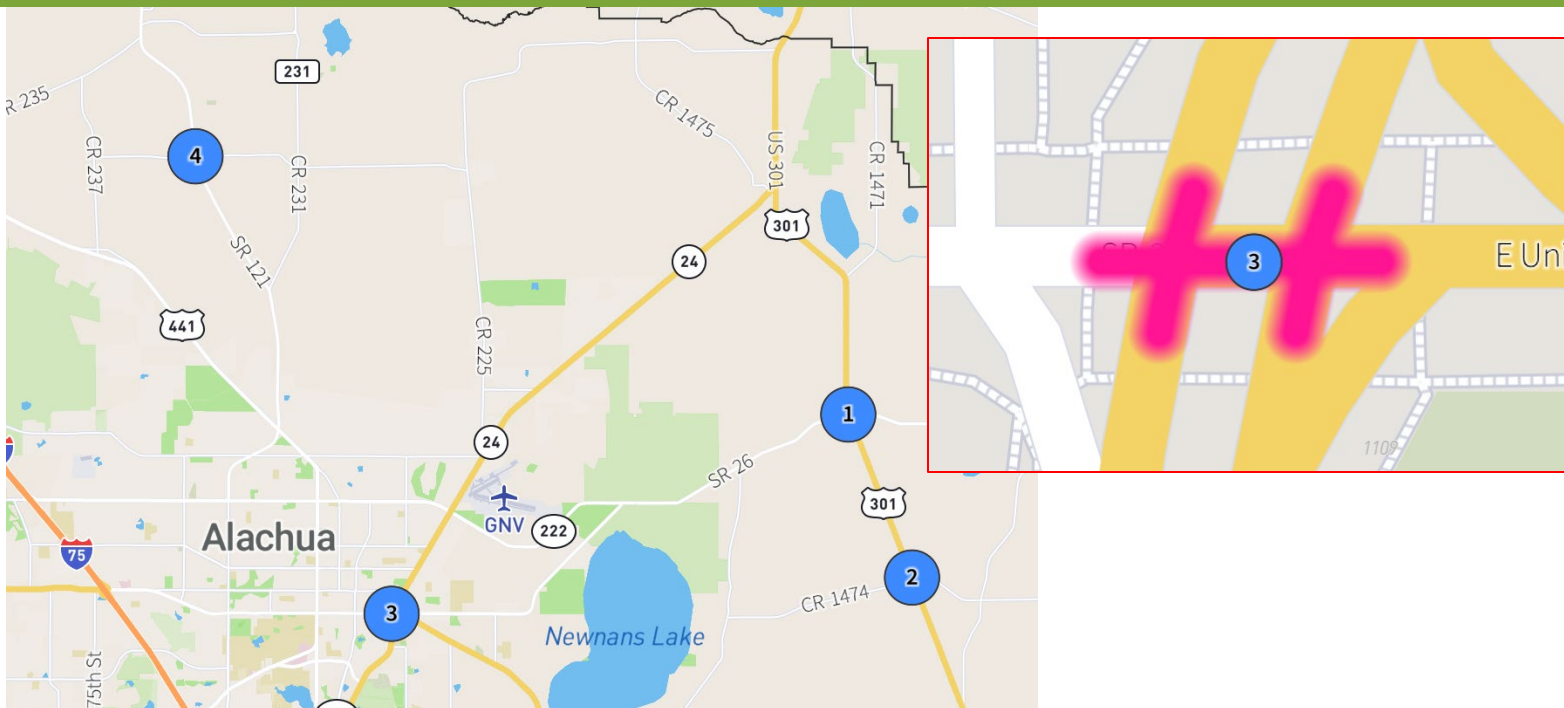


Segment results



Shape Length	Crash Seg Cat	Roadway Id	BMP	EMP	Context Classification	Number of Lanes	Median Type	Max Speed	AADT 2021	Crash Rate
756.358629...	R RAMP	26130002	-0....	0.4...	None	None	None	None	112.38	51.8726
2034.02527...	R 1 U	26110000	8.6...	9.9...	C2	2.0	None	55.0	910	7.1463
721.721292...	R 2 D	26030000	13....	14....	C3C	2.0	02	40.0	4262.06	4.3002
333.412954...	U 2 D	26020000	20....	20....	C2	2.0	08	55.0	16920	3.9079
246.389038...	U 2 D	26070000	14....	14....	C3C	3.0	02	35.0	48084.81	3.3494

Intersection results



Crash Int Cat	Signalized	Stop Control	Number of Legs	AADT Major	AADT Minor	Intersection Geometry	Intersection ID	Crash Rate_
IS R 1 U	N	N	3	114	82	Y	25775840	13.9782
IS R 2 D	N	Y	4	450	400		25266770	6.4464
IS U 3 D	Y	Y	5	18600	361		25266717	5.6352
IS R 1 U	N	Y	4	2600	750		25773116	4.907
IS R 2 D	N	Y	4	650	126		25266764	3.5306





Safe System Implementation of Florida's Strategic Highway Safety Plan



Florida Strategic Highway Safety Plan



FDOT's Focused Initiatives:



LANE DEPARTURE



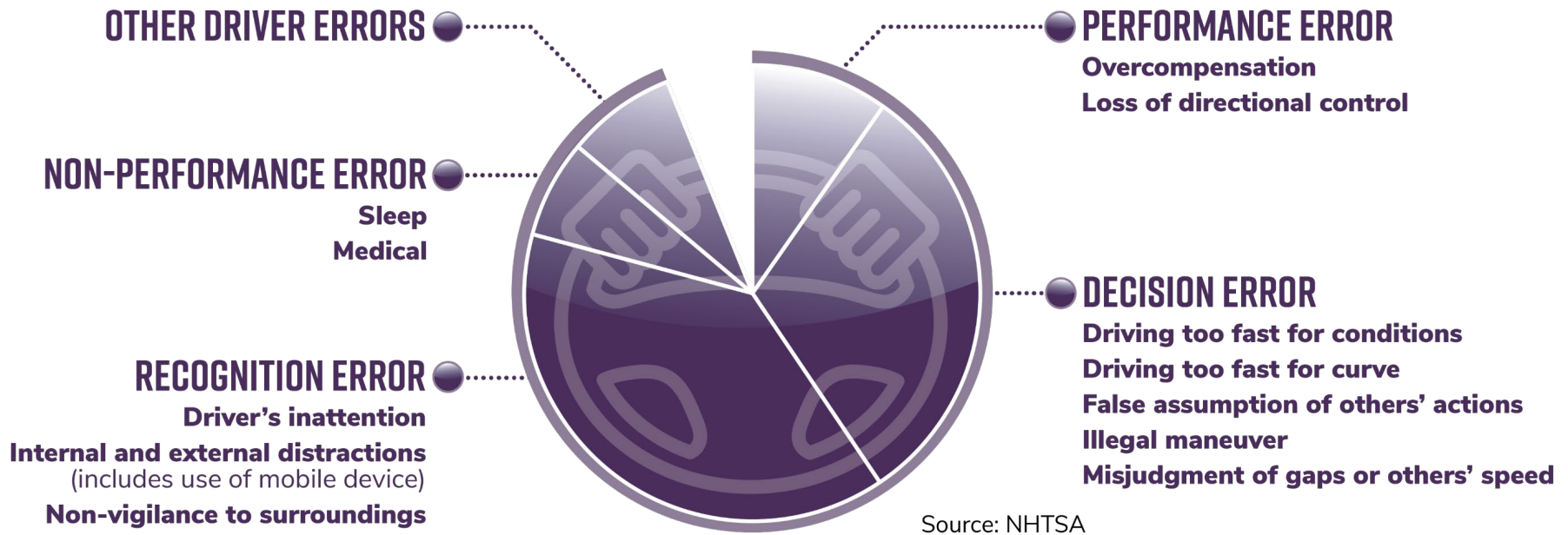
INTERSECTIONS



PEDESTRIAN / BICYCLIST

9 OUT OF **10** **FATAL** CRASHES
& **3** OUT OF **4** **INJURY** CRASHES

NHTSA Data: Driver Related Factors



Safe System Approach – Human Factors

SAFE SYSTEM

APPROACH

Zero is our goal. A Safe System is how we get there.



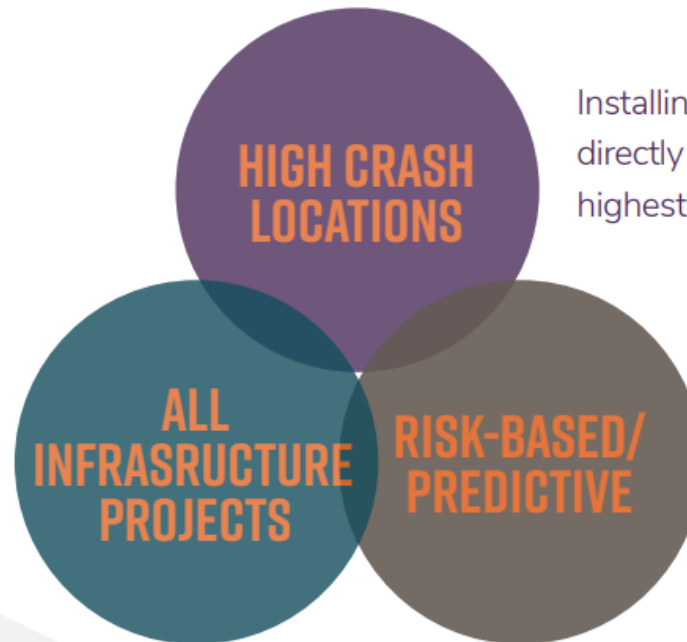
These 5 elements work **TOGETHER** to anticipate human error and provide successive layers of defense to **PREVENT** driver errors from occurring and **MINIMIZE THE SEVERITY** of a crash when those errors occur. Target: ZERO fatalities and serious injuries.

SAFE ROADS: Engineering for Human Factors

Florida annually receives approximately \$130 million from FHWA for safety infrastructure on ALL public roadways. FDOT leverages a three-pronged approach to install proven countermeasures to maximize the impact of those investments:



Safety updates to criteria allow safety improvements to be incorporated in all Work Program projects.



Installing safety improvements directly where crash rates are highest.

Screening roadway network for risk factors that lead to crashes, and installing improvements before crashes occur.

9 OUT OF 10
FATAL
CRASHES & **3 OUT OF 4**
INJURY
CRASHES



LANE DEPARTURE



INTERSECTIONS



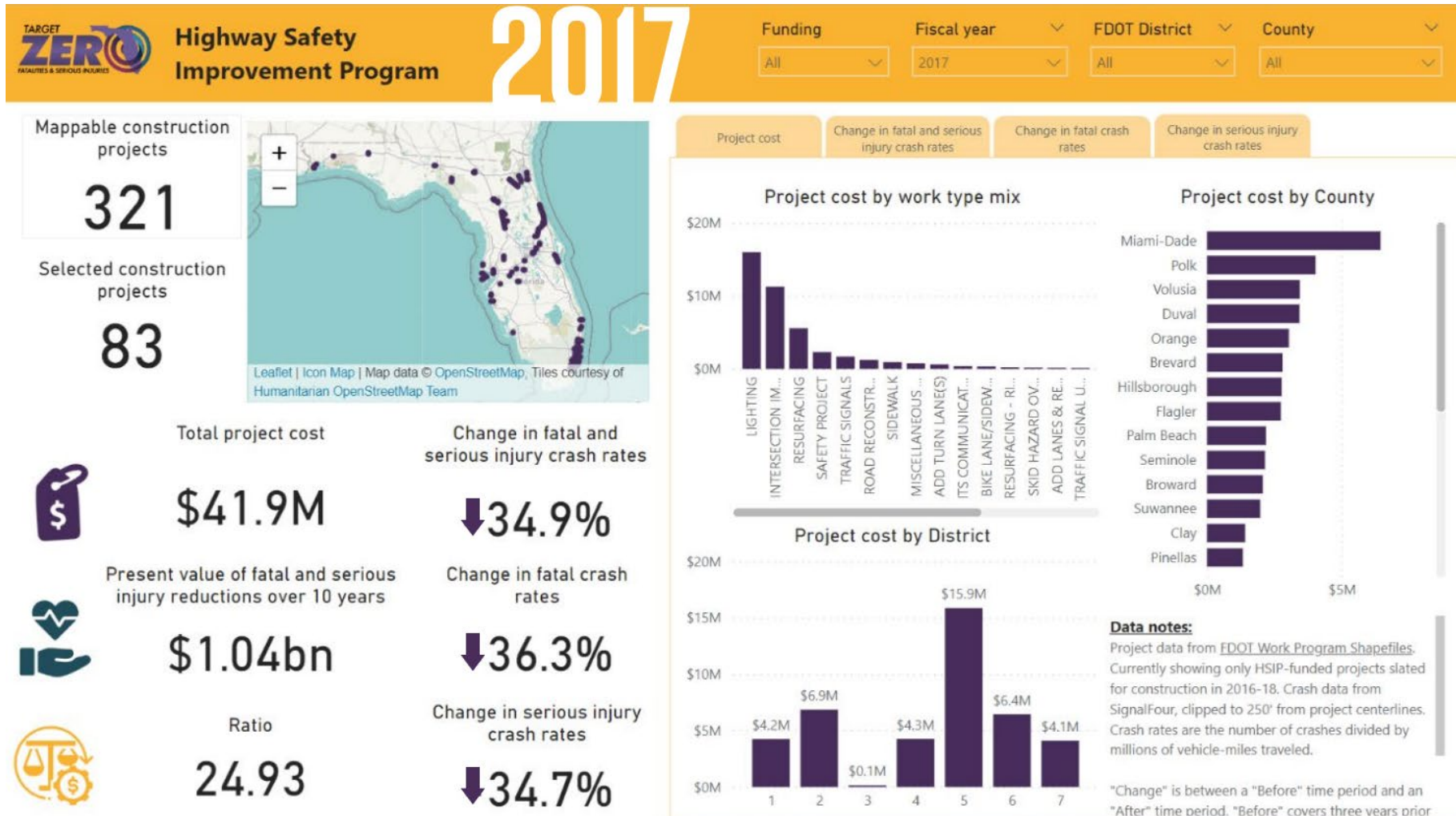
PEDESTRIAN / BICYCLIST

Key Strategic Investments

FDOT dedicates resources for statewide systematic improvements:

- To address **pedestrian safety**, \$100M improved roadway illumination levels and nighttime visibility of pedestrians at over 2,500 intersections
- To address **lane departure** crashes, \$60M provides systematic statewide deployment of sinusoidal ground-in rumble strips on the state highway system – for a total of 3,085 CL miles of high-speed, rural, two-lane, 50+ mph roadways without audible vibratory treatments.
- To address **pedestrian and bicyclist safety**, \$14M will improve 88 selected movable bridges by installing hardened gates and advanced detection systems.
- To address **lane departure crashes**, \$2.6M will complete the statewide WWD Enhanced Pavement Marking initiative.
- \$30M expanded our WWD Detection Systems inventory. To start, the \$15M in FY 25 will help us gain LED signs/detection at 63 ramps statewide

Evaluating Effectiveness



SAFE ROAD USERS: Influencing Education for Human Factors

Influencing people requires understanding human factors:

- » Why people behave the way they do
- » How people change
- » How to help people in their efforts to change

BEHAVIORS



SPEEDING



DISTRACTION



AGGRESSION

REASONS FOR BEHAVIORS:

- » Speed while driving to make up time on the road, and thrill seeking
- » Drive distracted due to the need for constant connection to family, friends, and employers via mobile devices
- » The aggression of other drivers affects their driving behavior as well, especially tailgating. Life challenges such as stress, time management, and thrill-seeking lead to this behavior.

FATAL AND SERIOUS INJURY CRASHES



Lane Departure



Intersections



Pedestrian/Bicyclist



Paid Media: Targeted social, digital billboards, gas pump videos, audio and video streaming, web, radio

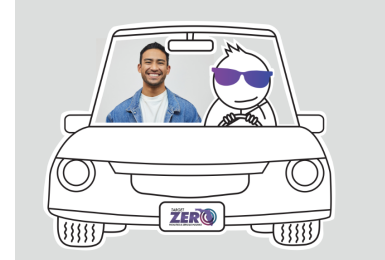
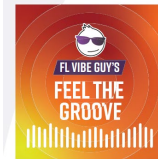


Earned Media: Launch/press events, articles in news platforms, partner agency publications/platforms



Owned and Shared Media: FDOT website, publications, offices, rest areas, signs, and social media

Community Outreach Materials



**Florida Department of Transportation
Transportation Safety Program Evaluation**

1. On average, how many people die each day in Florida due to traffic crashes?
a. 0 - 7
b. 8 - 10
c. 11 - 15

2. On average, how many people are seriously injured each day in Florida due to traffic crashes?
a. 0 - 20
b. 21 - 40
c. 41 - 60
d. 61 - 80

3. _____ of all crashes in the U.S. involve driver errors and are therefore preventable.
a. One third
b. One half
c. The vast majority

4. Have you seen or heard any of the following messages before today? (circle all that apply)
a. Messages about refraining from making phone calls or texting while driving
b. Messages about maintaining safe distance from the car in front of you
c. Messages about not speeding
d. Messages relating to 'Let's Get Everyone Home'

5. Where have you seen or heard about #7? (circle all that apply)
a. Billboards
b. Mass media (e.g., Spotify, Pandora, etc.)
c. Social media (e.g., Facebook, Instagram, Snapchat, Twitter)
d. Video streaming (e.g., Hulu, YouTube, etc.)
e. Web ads

Optional, please help us with future messages:
County of residence: _____
Your gender: (circle one) M / F / Other
Age: (circle one) 18-21 / 22-27 / 28-34 / 35-49 / 50+

6. How many crashes have you been involved in over the past five years when you were the driver?
_____ crashes

7. How many times in the past year have you been pulled over by law enforcement, regardless of whether you received a ticket?
_____ times

8. How likely or unlikely are you to do the following? Please rate the following statements:
Start your driving trip early enough so you can arrive on time without having to exceed the speed limit.
Keep your full attention on driving and not allow any distractions.
Sound the horn to make up for lost time.

	1	2	3	4	5	6	7
Extremely Likely	☐	☐	☐	☐	☐	☐	☐
Extremely Unlikely	☐	☐	☐	☐	☐	☐	☐

9. Thank you! And remember, YOU have the power to help save lives!

Evaluating Effectiveness

If you do not engage and influence your customer, your marketing program has failed.
Awareness is not action.

Traditional Media Metric:

- Impressions – how many people *could* have seen the message (each time counts)

Advanced Metrics:

- Engagements – reactions, comments, shares, link clicks
- Engagement rates – ratio of those who engaged of those who could have seen it

Additional Key Performance Indicators via Surveys:



KNOW

- The facts
- Self-recognition of responsibility
- Power to act



FEEL

- Changed attitudes
- Injunctive norms
- Perceived susceptibility to behavior/belief

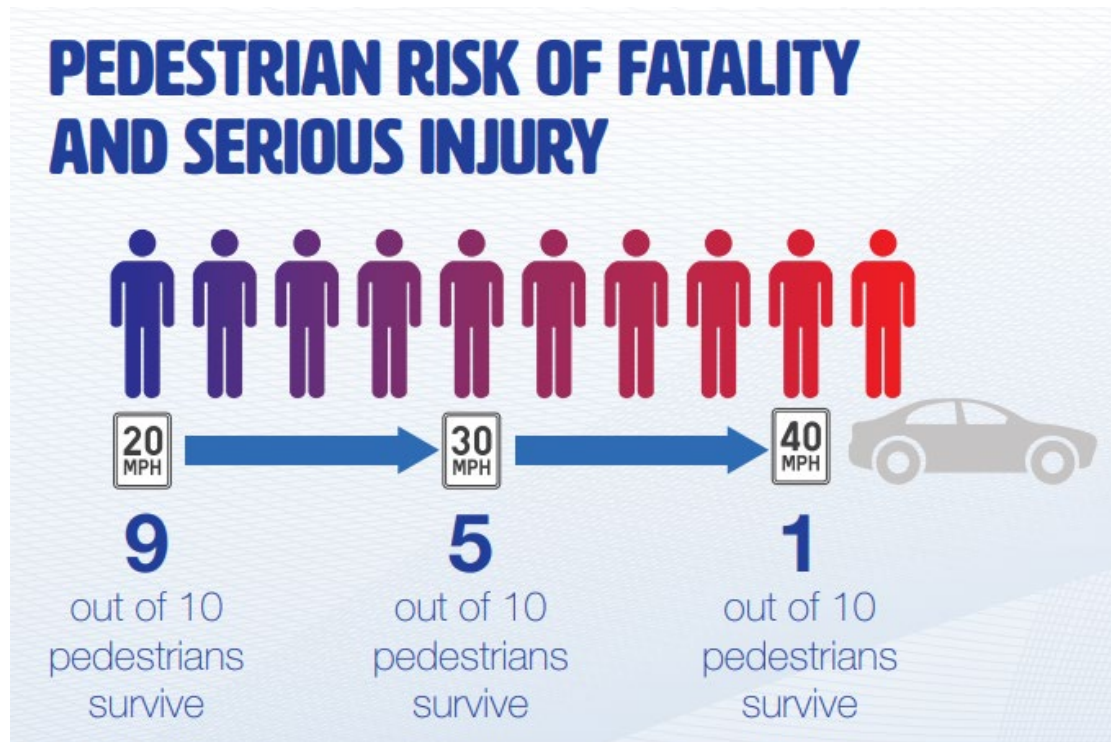


DO

- Self-reported behavior/belief
- Behavior/belief intention

SAFE SPEEDS: Engineering for Human Factors

Speed and Survivability: Kinetic Energy Management



Speed and Driver's Vision

Driver's Peripheral Vision at 10-15 MPH



Driver's Peripheral Vision at 20-25 MPH



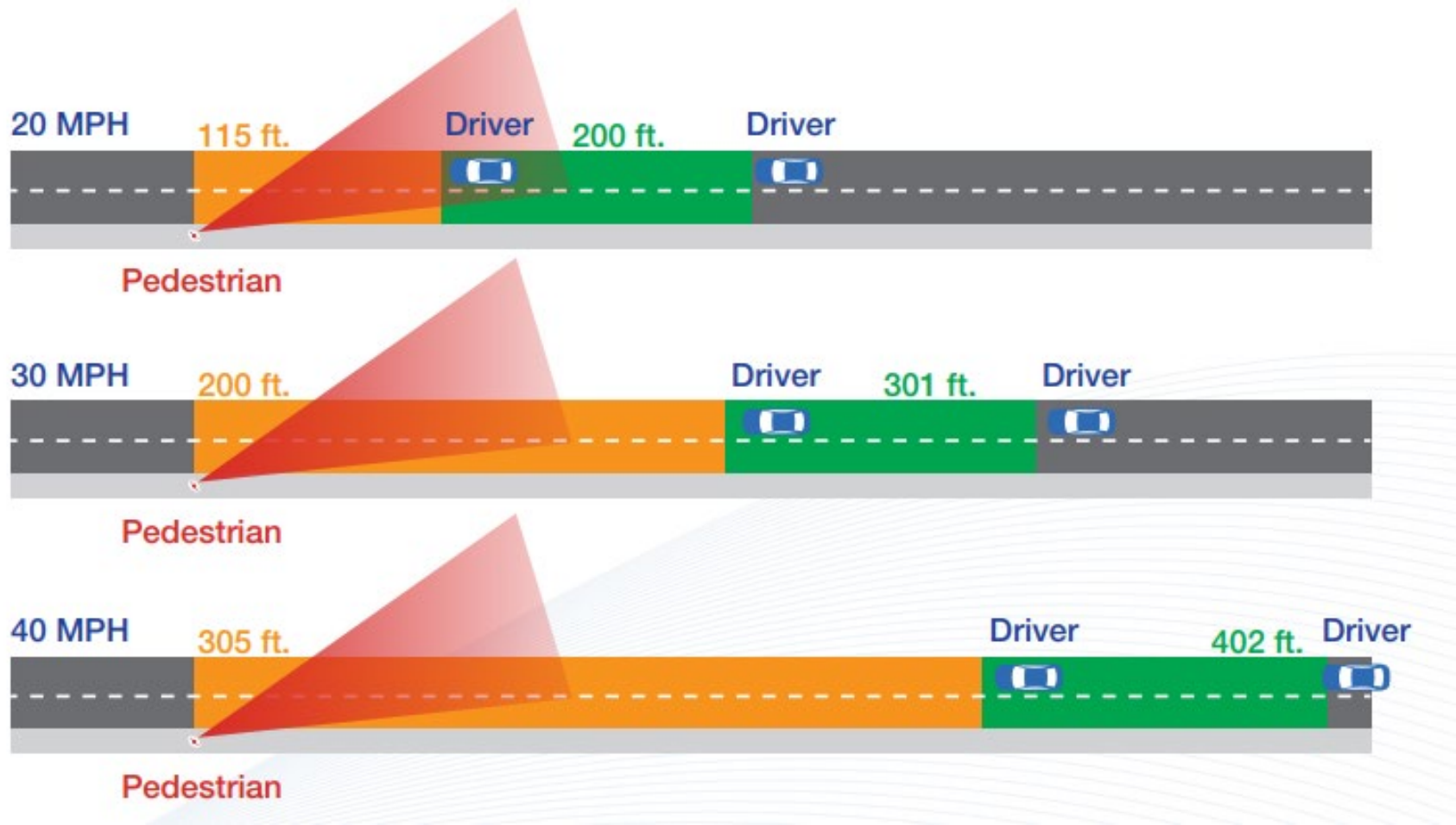
Driver's Peripheral Vision at 30-35 MPH



Driver's Peripheral Vision at over 40 MPH

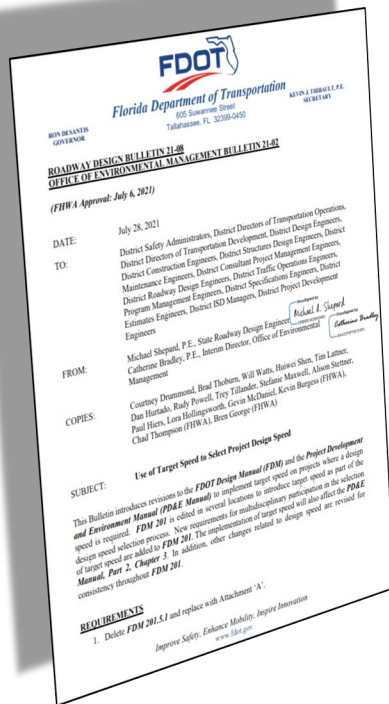


Speed, Distance, and Ability to Stop or Yield



Engineering for Speed

FDOT Design Manual, Speed Management Chapter and Establishment of Target Speed Policy



“This bulletin requires use of the target speed in the consideration of design speed selection, to provide greater application of context-based design principles in support of roadway safety.”

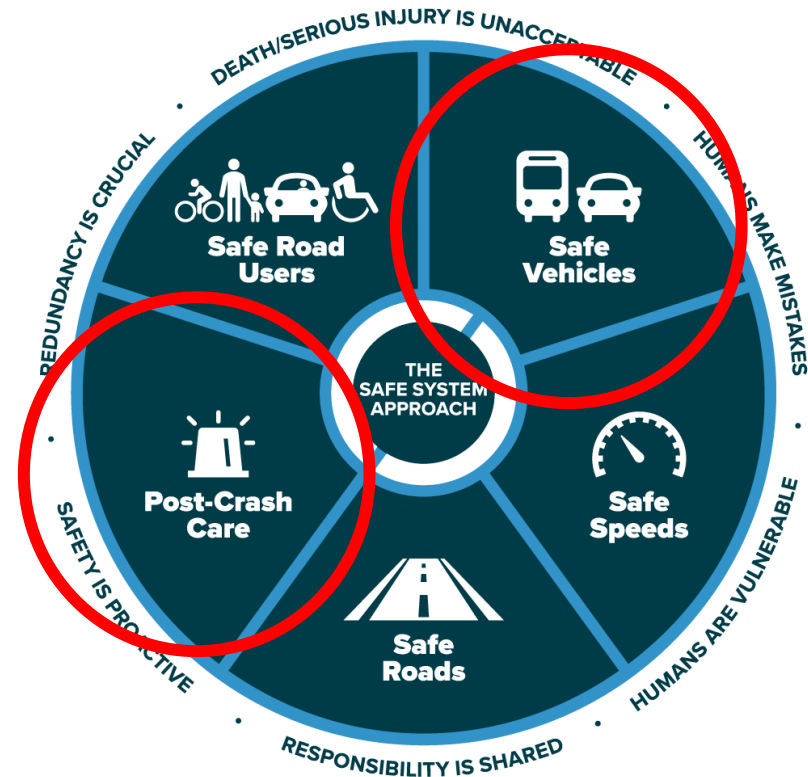
“This Bulletin introduces revisions to the FDOT Design Manual (FDM) and the Project Development and Environment Manual (PD&E Manual) to implement target speed on projects where a design speed is required.”

Safe System Approach – Human Factors

SAFE SYSTEM

APPROACH

Zero is our goal. A Safe System is how we get there.



These 5 elements work **TOGETHER** to anticipate human error and provide successive layers of defense to **PREVENT** driver errors from occurring and **MINIMIZE THE SEVERITY** of a crash when those errors occur. Target: ZERO fatalities and serious injuries.

SHOW BEHIND THE WHEEL



Set phone on
"Do not Disturb".



Show compassion
to yourself and others.



Leave earlier to
avoid being late.



Give fellow drivers the
benefit of the doubt.



Focus on getting to
the ones you love.



Preset your
romantic playlist.

Let's Get Everyone *Home This Valentine's Day*



Thank You!

Brenda Young, P.E., CPM

State Safety Engineer

brenda.young@dot.state.fl.us

For more information, visit:

www.TargetZeroFL.com