FLORIDA
IMPAIRED DRIVING COALITION

March 6, 2025, Meeting – Day 1

WiFi Password: **LBV2025**

presented to
Florida Impaired Driving Coalition

presented by
Chris Craig, FDOT
Lakeisha White, FDOT
Danny Shopf, Cambridge Systematics

March 6, 2025

TARGET ZERO
FATALITIES & SERIOUS INJURIES

FLORIDA
IMPAIRED DRIVING COALITION

Welcome, Introductions, and Agenda

Kyle Clark, Chair

TARGET ZERO
FATALITIES & SERIOUS INJURIES

Agenda

Day 1 – March 6, 2025		
1:00 – 1:15 PM	Welcome, Introductions, and Agenda	Kyle Clark, Chair
1:15 – 2:45 PM	FLHSMV Crash Report Update	Melissa Gonzalez, FLHSMV
2:45 – 3:45 PM	FIDC Strategic Action Plan Subcommittee Breakout Session • 1B.3 – Impaired Driving Countermeasures System Visualization • 2C.5 – Underage Impaired Driving Pilot Program • 3B.9 – Create digital and print materials for marijuana impairment	Action Step Leaders
3:45 – 4:30 PM	Cannabis Use and Driving: State Variation by Cannabis Legalization Statue	Sarah Hacker, UC San Diego
4:30– 5:00 PM	Action Plan Report Out • Goal 2 – Prevention • Goal 2 – Communication Program • Goal 5 – Alcohol and Other Drug Misuse	Danny Shopf, Cambridge Systematics
5:00 – 5:15 PM	Public Comment Period	Chris Craig, FDOT
5:15 – 5:30 PM	Day 1 Recap	Danny Shopf, Cambridge Systematics

Agenda

Day 2 – March 7, 2025		
9:00 – 9:15 AM	Recap of Day 1	Kyle Clark, Vice Chair
9:15 – 9:45 AM	Florida DRE Program Update	Tim Cornelius, IPTM
9:45 – 10:15 AM	MADD Court Monitoring Pilot	Larry Coggins, MADD
10:15 – 10:45 AM	SB 138 – DUI (Any Impairing Substance)	Group Discussion
10:45 – 11:00 AM	Break	
11:00 – 11:30 AM	Impaired Driving in Marion County	Chanyoung Lee, CUTR
11:30 – 12:00 PM	Action Plan Report Out • Goal 1 – Program Management and Strategic Planning • Goal 4 – Program Evaluation and Data • Goal 6 – Criminal Justice System	Danny Shopf, Cambridge Systematics
12:00 – 12:15 PM	Public Comment Period	Chris Craig, FDOT
12:15 – 12:30 PM	Wrap Up and Next Steps	Danny Shopf, Cambridge Systematics

FLHSMV Crash Report Update

Melissa Gonzalez, FLHSMV

NHTSA SEDC Grant Award

Presented to: Florida's Impaired Driving Coalition

Presented by: Melissa Gonzalez, FLHSMV

Date: 3/6/25

Agenda

- NHTSA SEDC Grant Award
- FLHSMV SEDC Goals & Tentative Project Timeline
- FLHSMV Current Crash Data System
- MMUCC Alignment Scores & Guidelines
- Elements of Interest: Event, Vehicle, Person
- Coalition Feedback Criteria of Proposed Changes
- Next Steps

NHTSA SEDC Grant

← NEWS

INVESTING IN AMERICA: NHTSA Announces $171 Million in Grants to 19 States and Territories to Upgrade Crash Data Collection Systems

Program fulfills Bipartisan Infrastructure Law directive and advances the Department's National Roadway Safety Strategy

Share:

December 11, 2024 | Washington, DC

FLHSMV SEDC GOALS

- New Crash Database
- Improve data quality processes
- Redaction Functions- PII protection
- **Align database, crash reports, to MMUCC v.6**
- Better integration with other databases
- New Data Governance Plan

Project Timeline	Year
Phase I: MMUCC Alignment Planning; Crash Database Update Planning	2025
Phase II: Database Design, MMUCC Database Documentation Updates	2026
Phase III: Software & System Testing, Full MMUCC Implementation	2027
Phase IV: Implementation & Validation	2028
Phase V: Training and Support, Final Evaluation and Report to NHTSA	2029

FLHSMV Current Crash Data System

Florida Annual Crash Submissions			
Stat Type	2022	2023	2024
Total Crashes	706,901	714,967	732,815
Total Fatalities	3,553	3,375	3,140 (pending)
E-Crash %	98.64%	99.08%	99.40%

- 99% of crash reports are submitted e-crash
- FLHSMV crash database > 14 years old
- Staff relies on manual procedures
- FL alignment = MMUCC v.3

FL MMUCC v.6 Alignment Scores

MMUCC Defined & Purpose

- Federal guidelines to standardize data variables to describe MV traffic crashes
- Improve traffic safety problem identification
- Improve design countermeasures
- Aligns multiple federal reporting requirements (MIRE, FARS, NEMSIS, etc.)

FL Total Uniformity and Completeness Alignment for All Elements		
Data Level	Uniformity Alignment (%)	Completeness Recommendations
Overall Alignment	45.22%	50
System-Populated	50%	
Crash	55.25%	14
Vehicle	39.51%	23
Driver	31.25%	3
Person	61.54%	5
Non-Motorist	49.47%	5

MMUCC v.6 GUIDELINES

Data Level	All MMUCC		SEDC-Required		SEDC-Recommended	
	Number of Elements	Number of Attributes	Number of Elements	Number of Attributes	Number of Elements	Number of Attributes
System-Populated	4	6	4	6		
Crash	18	181	4	7	3	73
Vehicle	44	529	5	19	3	148
Driver	10	112	2	9	1	12
Person	20	143	10	54	3	28
Non-Motorist	10	95	1	17		
Total	106	1066	26	112	10	261

MMUCC V.6 Data Element Format

New FLHSMV Crash Documentation (Manual, Data Dictionary, & Validations)
= Increases Data Collection Uniformity

1.3 MMUCC Data Element Format

Data elements are presented using the following format.

Data Element Identifier + Number. Data Element Name

Element Definition:

The element definition will be found here.

Attribute Values:

Number of allowable selections:

- Not applicable
- None (or No)
- Attribute one
- Attribute two
- Attribute three
- …
- Other
- Unknown

Remarks:

Guidance and attribute definitions will be found here.

Highway Safety Rationale:

The importance of the element for improving highway safety will be found here.

Implementation Suggestions:

Suggestions for electronic implementation will be found here.

Validation Rules:

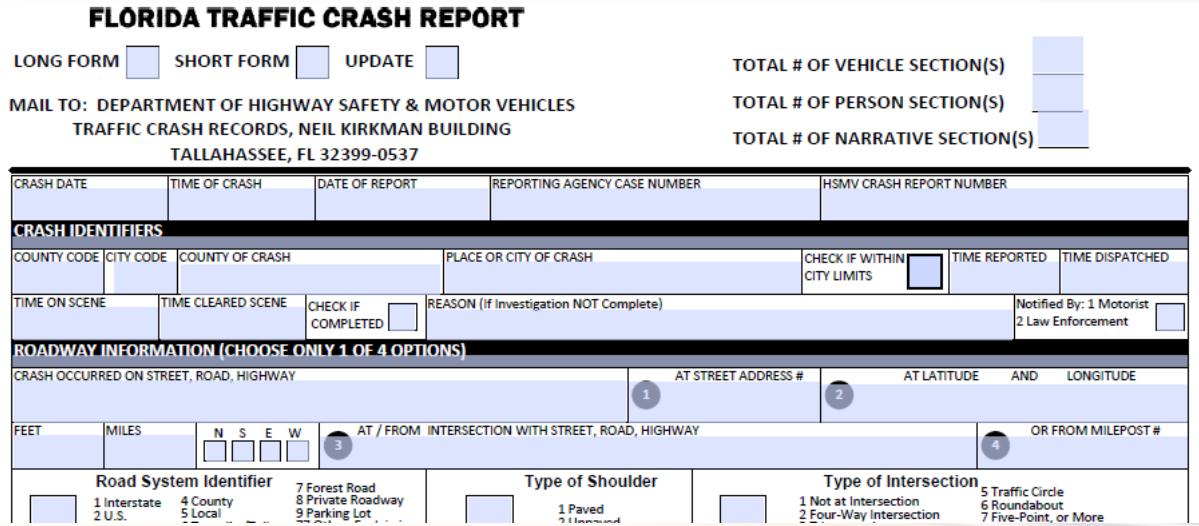
- VR one
- VR two
- …
- VR n

Alignment Considerations for ELEMENT:

Considerations for mapping the State element to the MMUCC element will be found here.

Event elements of interest

- Crash Identifiers
  - Crash Date
  - Date of Report
  - Time of Crash
- Roadway Condition
- Crash Information
  - Light & Weather Conditions
  - Manner of Collision/Impact
  - First Harmful Event



FLORIDA TRAFFIC CRASH REPORT

LONG FORM ☐ SHORT FORM ☐ UPDATE ☐

TOTAL # OF VEHICLE SECTION(S) ____
TOTAL # OF PERSON SECTION(S) ____
TOTAL # OF NARRATIVE SECTION(S) ____

MAIL TO: DEPARTMENT OF HIGHWAY SAFETY & MOTOR VEHICLES
TRAFFIC CRASH RECORDS, NEIL KIRKMAN BUILDING
TALLAHASSEE, FL 32399-0537

CRASH DATE	TIME OF CRASH	DATE OF REPORT	REPORTING AGENCY CASE NUMBER	HSMV CRASH REPORT NUMBER

CRASH IDENTIFIERS

COUNTY CODE	CITY CODE	COUNTY OF CRASH	PLACE OR CITY OF CRASH	CHECK IF WITHIN CITY LIMITS ☐	TIME REPORTED	TIME DISPATCHED

TIME ON SCENE	TIME CLEARED SCENE	CHECK IF COMPLETED ☐	REASON (If Investigation NOT Complete)	Notified By: 1 Motorist 2 Law Enforcement ☐

ROADWAY INFORMATION (CHOOSE ONLY 1 OF 4 OPTIONS)

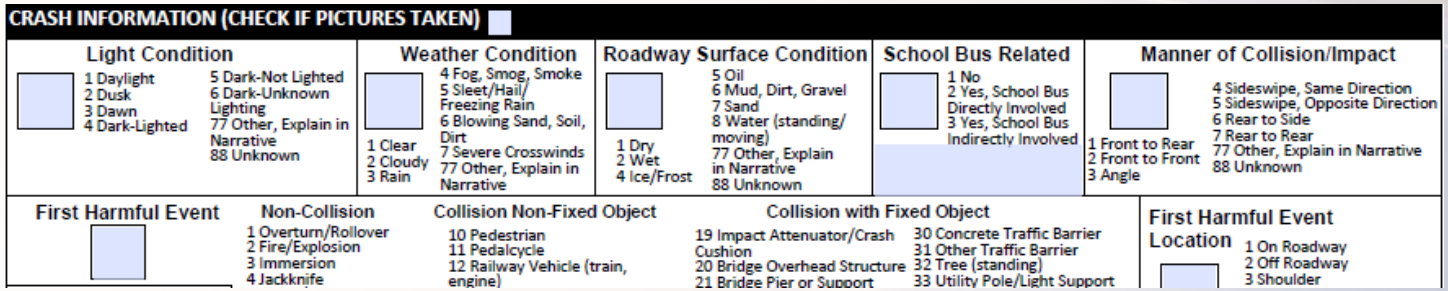
CRASH OCCURRED ON STREET, ROAD, HIGHWAY	1 AT STREET ADDRESS #	2 AT LATITUDE AND LONGITUDE

FEET	MILES	N S E W	3 AT / FROM INTERSECTION WITH STREET, ROAD, HIGHWAY	4 OR FROM MILEPOST #
		☐ ☐ ☐ ☐		

Road System Identifier: 1 Interstate, 2 U.S., 4 County, 5 Local, 7 Forest Road, 8 Private Roadway, 9 Parking Lot

Type of Shoulder: 1 Paved

Type of Intersection: 1 Not at Intersection, 2 Four-Way Intersection, 5 Traffic Circle, 6 Roundabout, 7 Five-Point, or More



CRASH INFORMATION (CHECK IF PICTURES TAKEN) ☐

Light Condition: 1 Daylight, 2 Dusk, 3 Dawn, 4 Dark-Lighted, 5 Dark-Not Lighted, 6 Dark-Unknown Lighting, 77 Other, Explain in Narrative, 88 Unknown

Weather Condition: 1 Clear, 2 Cloudy, 3 Rain, 4 Fog, Smog, Smoke, 5 Sleet/Hail/Freezing Rain, 6 Blowing Sand, Soil, Dirt, 7 Severe Crosswinds, 77 Other, Explain in Narrative

Roadway Surface Condition: 1 Dry, 2 Wet, 4 Ice/Frost, 5 Oil, 6 Mud, Dirt, Gravel, 7 Sand, 8 Water (standing/moving), 77 Other, Explain in Narrative, 88 Unknown

School Bus Related: 1 No, 2 Yes, School Bus Directly Involved, 3 Yes, School Bus Indirectly Involved

Manner of Collision/Impact: 1 Front to Rear, 2 Front to Front, 3 Angle, 4 Sideswipe, Same Direction, 5 Sideswipe, Opposite Direction, 6 Rear to Side, 7 Rear to Rear, 77 Other, Explain in Narrative, 88 Unknown

First Harmful Event

Non-Collision: 1 Overturn/Rollover, 2 Fire/Explosion, 3 Immersion, 4 Jackknife

Collision Non-Fixed Object: 10 Pedestrian, 11 Pedalcycle, 12 Railway Vehicle (train, engine)

Collision with Fixed Object: 19 Impact Attenuator/Crash Cushion, 20 Bridge Overhead Structure, 21 Bridge Pier or Support, 30 Concrete Traffic Barrier, 31 Other Traffic Barrier, 32 Tree (standing), 33 Utility Pole/Light Support

First Harmful Event Location: 1 On Roadway, 2 Off Roadway, 3 Shoulder

MMUCC:C17.Related Factors - Crash Level

- **Uniformity Alignment : 14.29% -** FL does not have an element that matches MMUCC RELATED FACTORS - CRASH LEVEL and is instead receiving mappings using the State elements:

"Emergency Vehicle Use," "Non-Motorist Actions/Circumstances," "First Harmful Event Relation to Junction," "First Harmful Event," "Sequence of Events" and "Most Harmful Event."

- **Rationale Guidance:** Attributes drawn from other elements tend to be incomplete as they are intended for a use incongruent with the element in question.

- **NHTSA Recommendation:**
  - create this MMUCC element with the identical definitions found in the MMUCC 6th Edition.
  - revise the crash report to collect all MMUCC elements separately

MMUCC C17.Related Factors - Crash Level

C17. Related Factors – Crash Level

Element Definition:

Identifies factors related to this crash.

Attribute Values:

This is a multi-selection data element. Allow a minimum system capability of two selections (see Implementation Suggestions).

- None

Group 1: Place Related

- Related to a Bus Stop
- Toll Booth or Plaza-Related
- Railroad-Related
- Within Designated School Zone
- Unstabilized Situation Began and All Harmful Events Occurred Off the Roadway

Group 2: Road Related

- Obstructed Crosswalks
- Obstruction in Roadway
- Surface Under Water
- Surface Collapsed (e.g., washed out, caved-in, sink hole, road slippage)
- Other Maintenance or Construction-Created Condition

Group 3: Incident Related

- Police Pursuit Involved
- Emergency-Vehicle-Related
- Traffic Incident (Other Than a Crash)
- Stalled or Disabled Vehicle
- Non-Occupant Struck Vehicle

Group 4: Noncontact Vehicle Related

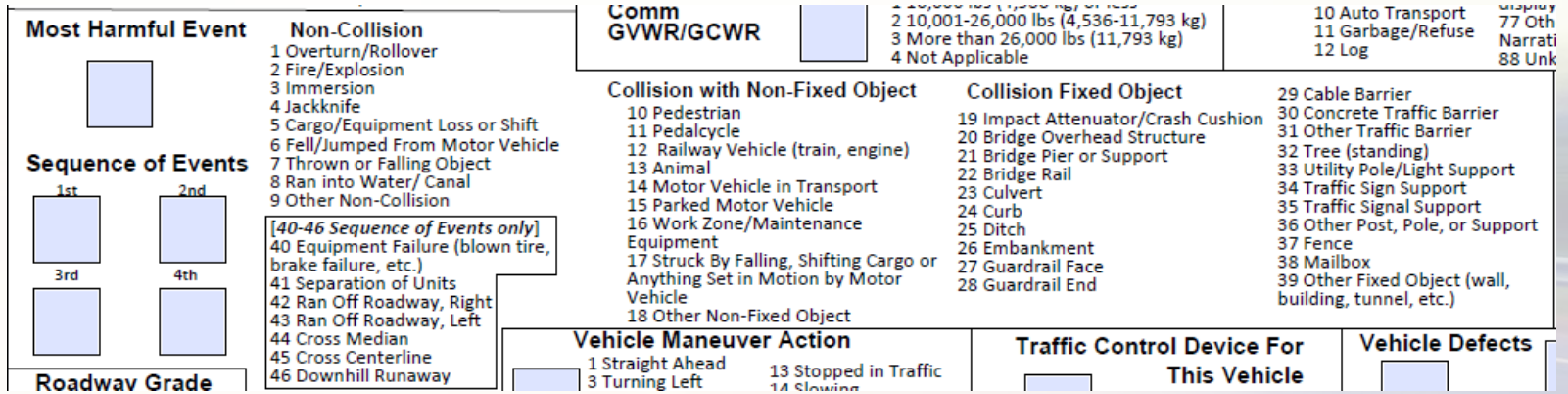
- Distracted Driver of a Noncontact Vehicle
- Aggressive Driving by Noncontact Vehicle Driver
- Road Rage by Noncontact Vehicle Driver

Group 5: Other and Unknown

- Other (explain in narrative)
- Unknown

Vehicle elements of interest

- Most Harmful Event
  - Non-Collision
  - Collision w/Non-fixed object,
  - Collision w/Fixed object
  - Sequence of Events;



MMUCC:V38. Most Harmful Event for this MV

Uniformity Alignment : 56.86%

Most Harmful Event Groups	NHTSA Attribute Recommendations
Group 01. Non-Collision Harmful Events	+ [A]:08.Pavement Surface Irregularity (ruts, potholes, grates, etc.) + [A]:09.Other Non-Collision
Group 02. Collision with Motor Vehicle	Revise Defn: [A]:02.Parked Motor Vehicle Revise Defn & Name: [A]:03.Working Motor Vehicle
Group 03.Collision With Non-Fixed Object	Revise Defn & Name: [A]:02.Live Animal + [A]:03.Ridden Animal or Animal-Drawn Conveyance + [A]:05.Road Vehicle on Rails + [A]:06.Strikes Object at Rest That Had Fallen From Motor Vehicle In-Transport + [A]:07.Striking or Struck by Object, Cargo, or Person From Other Motor Vehicle In-Transport Revise Defn & Name: [A]:08.Other Object (not fixed) + [A]:09.Unknown Object Not Fixed

MMUCC:V38. Most Harmful Event for this MV Continued…

Uniformity Alignment : 56.86%

Most Harmful Event Groups	NHTSA Attribute Recommendations
Group 04. Collision With Fixed Object	+ [A]:08.Pavement Surface Irregularity (ruts, potholes, grates, etc.) + [A]:09.Other Non-Collision Revise Dfn [A]:13.Traffic Signal or Support to capture railroad crossing arm or gate Revise Dfn [A]:19.Embankment + [A]:20.Boulder; 21.Ground; 23.Shrubbery; 24.Snowbank; 27.Fire Hydrant; 28.Uknown Fixed Object Separate FL [A] 39- Other Fixed Object (wall, building, tunnel, etc.)
Group 05. Unknown	+ [A]:01.Harmful Event, Details Unknown

Person elements of interest

- Alcohol/Drug
  - Suspected Alcohol Use
  - Alcohol Tested, Test Type, Test Result
  - BAC
  - Suspected Drug Use
  - Drug Tested, Test Type, Test Result

ALCOHOL/DRUG/EMS								
SUSPECTED ALCOHOL USE: 1 No 2 Yes 88 Unknown	ALCOHOL TESTED: 1 Test Not Given 2 Test Refused 3 Test Given 88 Unknown, if Tested	ALCOHOL TEST TYPE: 1 Blood 2 Breath 3 Urine 77 Other, Explain in Narrative	ALCOHOL TEST RESULT: 1 Pending 2 Completed 88 Unknown	BAC	SUSPECTED DRUG USE: 1 No 2 Yes 88 Unknown	DRUG TESTED: 1 Test Not Given 2 Test Refused 3 Test Given 88 Unknown, if Tested	DRUG TEST TYPE: 1 Blood 3 Urine 77 Other, Explain in Narrative	DRUG TEST RESULT: 1 Positive 2 Negative 3 Pending 88 Unknown

Fl Drug and Alcohol Element Scores

MMUCC Element Name	FL Element Name	Uniformity Alignment (%)
P18.Law Enforcement Suspects Alcohol Involvement	Suspected Alcohol Use	100%
P19.Alcohol Test	Alcohol Test	64.71%
P20.Law Enforcement Suspects Drug Involvement	Suspected Drug Use	100%

MMUCC P18.Law Enforcement Suspects Alcohol Involvement

P18. Law Enforcement Suspects Alcohol Involvement

Element Definition:

This data element reflects the judgment of law enforcement as to whether alcohol was suspected or not for this person.

Attribute Values:

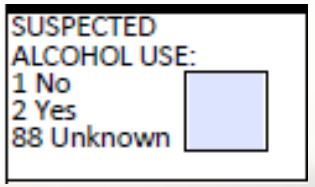
Select one:

- No, Alcohol Not Suspected
- Yes, Alcohol Suspected
- Unknown

Remarks:

Complete this element for all drivers and non-motorists. The phrase "alcohol was suspected" means that alcohol was suspected to be present in the person or presumed to be present by law enforcement. Alcohol involvement is not an indication that alcohol was in any way a cause of the crash. Alcohol involvement should be indicated based on the judgment of law enforcement regardless of potential involvement of any drug.

Uniformity Alignment : 100%



MMUCC P19.Alcohol Test

Uniformity Alignment : 64.71%

P19. Alcohol Test

Element Definition:

Identifies (1) if a chemical test for the presence of alcohol (ethanol) was given to this person, (2) the bodily tissue or fluid used to perform a chemical test for the presence of alcohol (ethanol) in this person, and (3) the result of a chemical test for the presence of alcohol (ethanol) in this person.

Attribute Values:

Subfield 1: Test Status (select one)

- Test Not Given
- Test Given
- Unknown if Tested

Subfield 2: Specimen Type (select one)

- Test Not Given
- Blood
- Preliminary Breath Test (PBT)
- Evidential Breath
- Urine
- Other Specimen
- Unknown Specimen
- Unknown if Tested

Alcohol Test	NHTSA Recommendations
Subfield: 01. Test Status 100%	None. FL attributes for [E] Alcohol Tested align to MMUCC.
Subfield: 02. Specimen Type 50% *Data collected for FL [E] Alcohol Test Type differs from MMUCC Guidance*	Revise [E]Breathe: + [A]:02. Preliminary Breath Test (PBT) and [A]:03. Evidential Breath Revise Defn & Name: [E] 77-Other, Explain in Narrative to [A]:05.Other Specimen + [A]:06.Unknown Specimen

MMUCC P19.Alcohol Test Continued…

Uniformity Alignment : 64.71%

Subfield 3: Test Result (select one)

- Test Not Given
- Actual Value
- Alcohol Test Performed, Results Unknown
- Positive Reading With No Actual Value
- Negative Reading With No Actual Value
- Unknown if Tested

Remarks:

Complete this element for all drivers and non-motorists. Both positive and negative results should be collected and reported. If a driver refuses a test (whether they are ultimately tested or not), see RELATED FACTORS – DRIVER LEVEL attribute **Alcohol and/or Drug Test Refused**.

Alcohol Test	NHTSA Recommendations
Subfield: 03. Test Result 66.67% *Data collected for FL [Es] Alcohol Test Result and Alcohol Tested differs from MMUCC Guidance*	+[A]:03.Positive Reading with No Actual Value + [A]:04. Negative Reading with No Actual Value

MMUCC D10. Related factors – driver level

Uniformity Alignment : 36.11%

D10. Related Factors – Driver Level

Element Definition:

Identifies factors related to this driver.

Attribute Values:

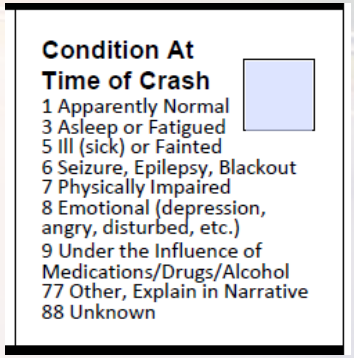
This is a multi-selection data element. Allow a minimum system capability of four selections (see Implementation Suggestions).

Group 7: Condition Related

- Drowsy, Asleep, or Fatigued
- Ill (sick) or Fainted
- Physical Impairment
- Alcohol and/or Drug Test Refused
- Under the Influence of Medication, Drugs, and/or Alcohol

NHTSA Recommendations

FL does not have a way to indicate if a driver initially refused an alcohol/drug test but was later tested. +[A]:04.Alcohol and/or Drug Test Refused



MMUCC P20. Law Enforcement Suspects Drug Involvement

P20. Law Enforcement Suspects Drug Involvement

Element Definition:

This data element reflects the judgment of law enforcement as to whether drugs were suspected or not for this person.

Attribute Values:

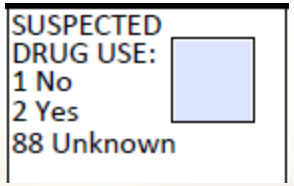
Select one:

- No, Drugs Not Suspected
- Yes, Drugs Suspected
- Unknown

Remarks:

Complete this element for all drivers and non-motorists. The phrase "drugs were suspected" means that drugs were suspected to be present in the person or presumed to be present by law enforcement. This includes prescription and over-the-counter medications, as well as other legal or illegal substances (e.g., marijuana, cocaine, heroin). Drug involvement is not an indication that drug usage was in any way a cause of the crash. Drug involvement should be indicated based on the judgment of law enforcement regardless of potential involvement of alcohol.

Uniformity Alignment : 100%



Coalition feedback Criteria

- Current crash report positives:
  - What questions/answer are fulfilled today?
- Current crash report gaps:
  - What questions do you expect crash data to answer?
  - Common data element/attribute discrepancies
  - Prior revised requests
- Comments or recommendations
  - What other revisions should we consider?
  - What other engagement would you like to see?

FLHSMV Next Steps

- NHTSA SEDC Kickoff Meeting held on 2/25/25
- Onboard a vendor
- Finalize approach for Coalition feedback
  - Create revised PDF version of new crash report
    - color code required and recommended elements and attributes
  - Create reference guidance chart to navigate MMUCC 6th Edition, Crash Manual, Data Dictionary
  - Virtual meetings w/subject matter experts (SMEs)

melissagonzalez@flhsmv.gov

Thank you

FLORIDA IMPAIRED DRIVING COALITION

FIDC Strategic Plan Subcommittee Breakout Session

Group Discussion

TARGET ZERO FATALITIES & SERIOUS INJURIES

FIDC Strategic Action Plan Subcommittee Breakout

- **60-minute discussion** focused on key IDSP Actions
- Members will **divide into three groups**
  - Participants are encouraged to float between groups if multiple topics are of interest to them
- Alan, Lakeisha, and Danny will lead **follow-up virtual meetings** before the next FIDC Meeting
- If there is time remaining, coordinate with other members on actions not identified for discussion at this meeting

FIDC Strategic Action Plan Subcommittee Breakout Session

1B.3 Danny	2C.5 Lakeisha	3B.9 Alan
• Impaired Driving Countermeasures System Visualization	• Evaluate opportunities to develop underage impaired driving pilot program (perhaps in conjunction with existing programs, like Drive with Care) in an area(s) with high rate of underage impaired driving	• Create digital and print materials focused on facts and myths of marijuana impairment, including medical marijuana impairment

Break

Cannabis Use and Driving: State Variation by Cannabis Legalization Status

Sarah Hacker, UC San Diego

Action Plan Report Out

Goal 2 – Prevention
Goal 3 – Communication Program
Goal 5 – Alcohol and Other Drug Misuse

Danny Shopf, Cambridge Systematics

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IMPAIRED DRIVING COALITION

Public Comment Period

Chris Craig, FDOT

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FLORIDA IMPAIRED DRIVING COALITION

Day 1 Recap

Danny Shopf, Cambridge Systematics

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Recap of Day 1

Kyle Clark, Chair

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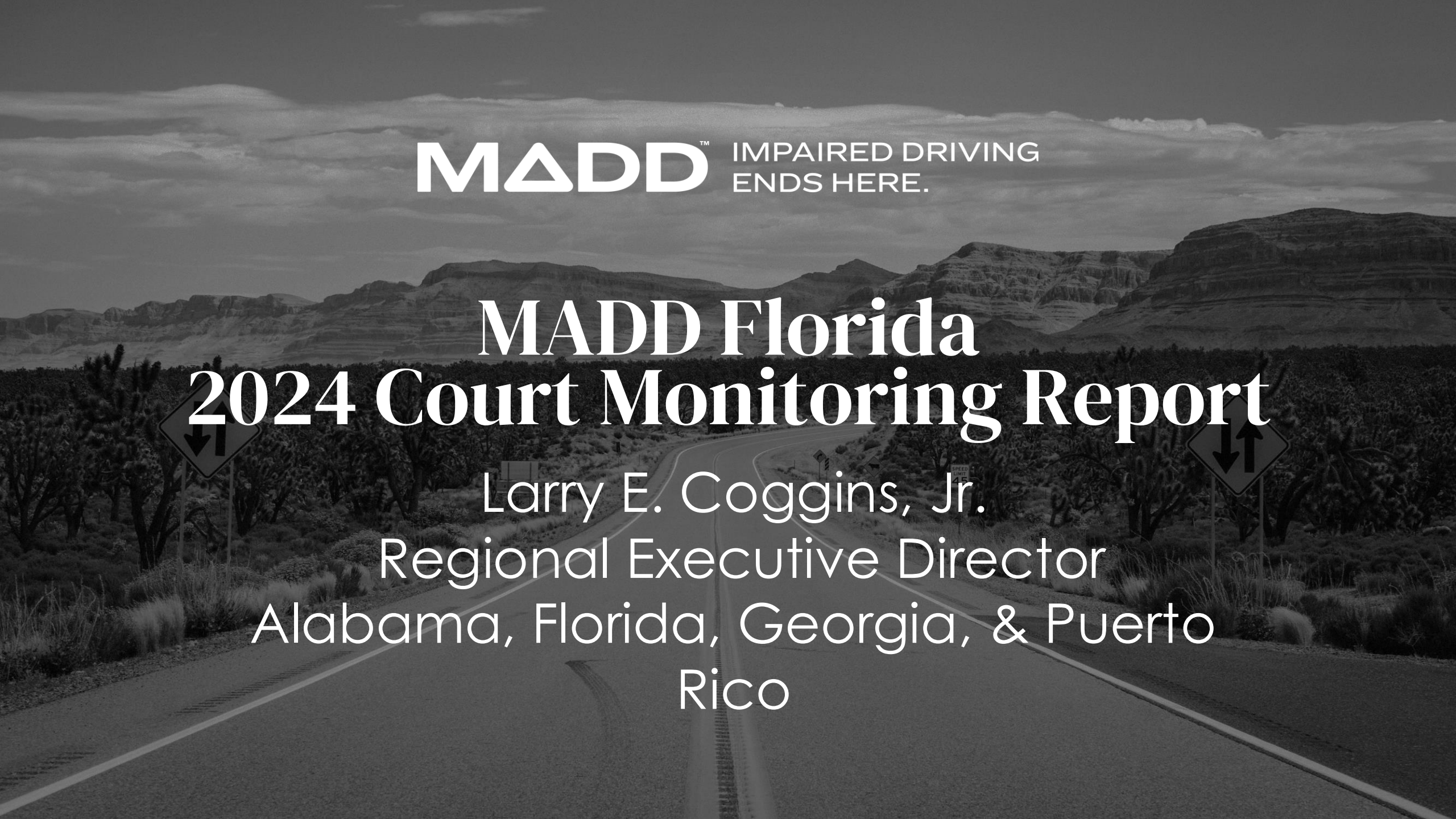
12:15 – 12:30 PM	Wrap Up and Next Steps	Danny Shopf, Cambridge Systematics

Florida DRE Program Update

Tim Cornelius, Institute of Police Technology and Management (IPTM)

MADD Court Monitoring Pilot

Larry Coggins, Mothers Against Drunk Driving (MADD)



MADD Florida 2024 Court Monitoring Report

Larry E. Coggins, Jr.
Regional Executive Director
Alabama, Florida, Georgia, & Puerto Rico

MADD™
IMPAIRED DRIVING ENDS HERE.

MADD Mission Moment

MADD Florida dedicates this report to the thirty-six law enforcement officers killed in the line of duty by an impaired driver in Florida.

Sgt. Francis Guest 12/25/1928 Coral Gables PD

Officer Lewis Tanner 10/26/1930 Daytona Beach PD

Officer William Nichols 2/4/1936 Miami Beach PD

Officer Samuel Hicks 8/9/1936 Miami PD

Officer John Burlinson 3/8/1958 Miami PD

Deputy Bobby Corley Sr 8/8/1965 Orange County SO

Sgt. Gregory Conners 11/12/1977 Ft Lauderdale PD

Officer William Mathews 7/13/1979 Palm Beach Gardens PD

Deputy Richard Landes 4/18/1981 Palm Beach County SO

Officer Jack Schnell 12/31/1982 Titusville PD

Sgt. Gary Pricher 11/4/1983 Tampa PD

Corporal Mark Caperton 9/23/1984 Collier County SO

Officer William Craig 6/21/1988 Miami PD

Deputy William Rutherford 1/2/1990 Marion County SO

Deputy Thomas Ingram 5/12/1990 Orange County SO

Special Agent Debra Tison 9/20/1991 FL ABT

Officer Philip Flagg 5/31/1992 Satellite Beach PD

Sgt. Ernest Hartmann 5/31/1992 Satellite Beach PD

Trooper Kimberly Hurd 7/16/1992 FHP Troop L

Trooper Robert Smith 7/26/1997 FHP Troop E

Sgt. Joe Jones 12/13/1997 Collier County SO

Detective Juan Serrano 2/25/2006 Tampa PD

Deputy Margena Nunez 10/22/2006 Lee County SO

Lt. Corey Dahlem 4/4/2007 Gainesville PD

Sgt. Karl Strohsal 7/14/2007 Longwood PD

Officer Scott Bell 10/12/2007 Jacksonville SO

Deputy James Anderson Jr 1/14/2010 Saint Johns County SO

Special Agent J. Scott McGuire 1/24/2016 ICE

Deputy John Kotfila Jr 3/12/2016 Hillsborough County SO

Sgt. Steven Greco 2/16/2019 Miccosukee Indian Tribe PD

Deputy Benjamin Nimtz 7/21/2019 Broward County SO

Sgt. Brian LaVigne 1/11/2021 Hillsborough County SO

Deputy Michael Magli 2/17/2021 Pinellas County SO

Officer Jesse Madsen 3/9/2021 Tampa PD

Sr. Investigator Kyle Paterson 6/9/2022 FWC

Deputy Christopher Taylor 11/22/2022 Charlotte County SO

What is Court Monitoring

MADD's Court Monitoring Program enlists court monitors to observe and document what happens in the courtroom during impaired driving case proceedings. The program was created to ensure that impaired driving offenders are prosecuted and justice is achieved.

Court monitoring is a tool proven to affect the adjudication process and is recognized by the National Highway Traffic Safety Administration (NHTSA) as an effective countermeasure to reduce impaired driving. Court monitors on the local scale can impact the handling of impaired driving cases by their mere presence in the court room.

What is Court Monitoring cont.

Court monitoring is intended to enhance transparency and accountability within the criminal justice system and reduce the likelihood of repeat offenses. One way this goal is achieved is by sharing data and observations with law enforcement, judges, prosecutors, and the public to promote awareness of impaired driving and ensure accountability for all impaired driving offenders. To reduce future offenses, MADD® supports swift and unbiased treatment of all impaired driving cases.

Court monitors track impaired driving cases in the judicial courts of their respective counties. Court monitors are often physically present for court settings and acquire case information from courtroom observation and, when necessary, from researching online databases. The data is then entered into the MADD National Court Monitoring Database for reporting purposes.

Court Monitoring in Florida

Through a partnership with the Florida Department of Transportation, Hillsborough County Florida was chosen for this program since Hillsborough County has the highest volume of impaired driving related crashes that result in fatalities and serious bodily injuries. 31% of all traffic fatalities in 2023 in Hillsborough County were impairment related, resulting in Hillsborough being #1 on the annual FDOT Matrix.

How we Monitor

From October 1, 2023, to September 30, 2024, the MADD Court Monitor in Hillsborough County, FL collected and analyzed the records from arrest to final disposition (where applicable), monitored live court proceedings in both the Tampa and Plant City locations within Hillsborough County, FL,
met with members of the Office of the State Attorney of the 13th Judicial Circuit, the Public Defender's Office, the 9 members of the Judiciary overseeing DUI cases, the public, and community stakeholders on over 4,100 DUI cases and their outcomes found in this report. 4 program volunteers vetted by MADD were recruited to assist on this program.

Open dialogue was established between the State Attorney and Public Defender, Judges, Community Stakeholders, Law Enforcement agencies, and the media/public during monthly social media posts in Facebook, Twitter/X, and Instagram reporting the year-to-date caseload numbers and what the court monitoring program is, as well as the partnership with FDOT.

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By the Numbers

Do It. Then Tell Everyone You Did It.

*4,145 DUI Cases Monitored

*6,000 Case Documents Reviewed

*126 Court Proceedings Monitored with 9 Criminal Court Judges assigned to DUI cases in 2 separate Court Houses

*16 Stake Holder meetings with State Attorney's Office, Public Defender, Law Enforcement Agencies, and representation at the Florida Impaired Driving Coalition

*8 Community Meetings sharing program information and reasons for Court Monitoring with volunteers, allied partners, and public

*24 Social Media Posts on various platforms with tagged partners

Our Findings

4,145 DUI cases monitored (37% closed at this time)

Dispositions

- 87% No Contest
- 8% Nolle Pros
- 4% Guilty
- 1% Dismissed

Guilty

59% Guilty of DUI by Trial by Judge
31% Guilty but reduced to Reckless
6% Guilty of a lesser charge
4% Guilty of DUI by Jury Trial

Dismissed

50% Incompetent to Stand Trial
36% Traffic Stop was Suppressed
7% Lack of Sufficient Evidence for Trial
7% Clean Drug Results at Trial Time

No Contest

63% Reduced to Reckless
36% Reduced to Reckless in Diversion Program
1% No Reduction in Charge and Adj. Guilty

Nolle Pros

24% BAC under .08
14% BAC .00 & No Drugs in Labs
13% Drug Metabolites only in Blood
13%Issues w/ LEO Testifying
11% Refusal
6% Defendant Deceased at Time of Trial
5% Insufficient Evidence for a Trial
5% No Lab Results at the Time of Trial
2% Clerical Errors in Report
2% Referred to other Court
2% Drug Metabolites with low BAC
1% Dropped for Asso. with More Serious Chg.
1% Medical Issue and not DUI case
1% Defendant not Properly Served

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Findings & Improvements

Findings

- 63% of all cases, that are usually first-time offenders with no aggravating factors, result in a reduction to reckless with an adjudication of guilt, where there were no injuries, death, or damage to others
- In the 8% of all cases that result in a nolle pros, we discovered that 20% of these were issues related to evidence, reports, or testing issues that will allow for areas of improvement in the future
- In the 1% of all cases are that dismissed, reasonings for these dismissals will allow for area of improvements

Recommendations

In traffic stops and crash investigations where there is a minor child in the vehicle with the DUI offender, a parenting class should be mandatory as part of the plea (where applicable) when a Child Neglect or Endangerment charge accompanies the DUI arrest. Even though this charge is an aggravating factor with enhanced penalties provided already, an educational component is necessary.

Provide follow up and reminders to law enforcement officers who observe a child in a vehicle with a DUI offender that they are mandated by law to report to the Florida Abuse Hotline 1-800-96-ABUSE

in cases where evidence was suppressed that lead to the traffic stop in non-crash cases or where charges were dropped/dismissed due to errors made by the officer, policy familiarization (where applicable) with agency directives regarding body cam use and preservation of evidence may be needed. In crash related cases, the “Changing of the Hat” going from crash/civil case to a criminal DUI case might need to be conducted where this omission is made that jeopardizes a case. MADD recommends the utilization of Florida’s Traffic Safety Resource Prosecutor as well as, the grant funded traffic law enforcement training facilitated by the University of North Florida Institute of Police Technology & Management for training at not costs to the agency.

Recommendations cont.

Florida needs a statewide DUI Diversion Database to validate if a DUI defendant has ever been through a diversion program in any other judicial circuit and/or if they are eligible for the diversion program that they are being considered for. Without a database there is no way to accurately validate eligibility and, in some cases, criminal histories in a timely manner.

Improved drug testing technology, especially with marijuana, since only the metabolites are reported, and those cases can not be prosecuted and result in nolle pros or reduced charge due to lack of evidence. This will become more of an issue now as a medicinal marijuana state and pending/possibility of Florida becoming a recreational marijuana usage state.

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ENDS HERE.

Questions / Comments

Larry E. Coggins, Jr.
Regional Executive Director

Alabama, Florida, Georgia, & Puerto Rico
larry.coggins@madd.org

FLORIDA
IMPAIRED DRIVING COALITION

SB 138 – DUI (Any Impairing Substance)

Group Discussion

TARGET ZERO
FATALITIES & SERIOUS INJURIES

Break

FLORIDA IMPAIRED DRIVING COALITION

Impaired Driving in Marion County

Chanyoung Lee, CUTR

TARGET ZERO FATALITIES & SERIOUS INJURIES

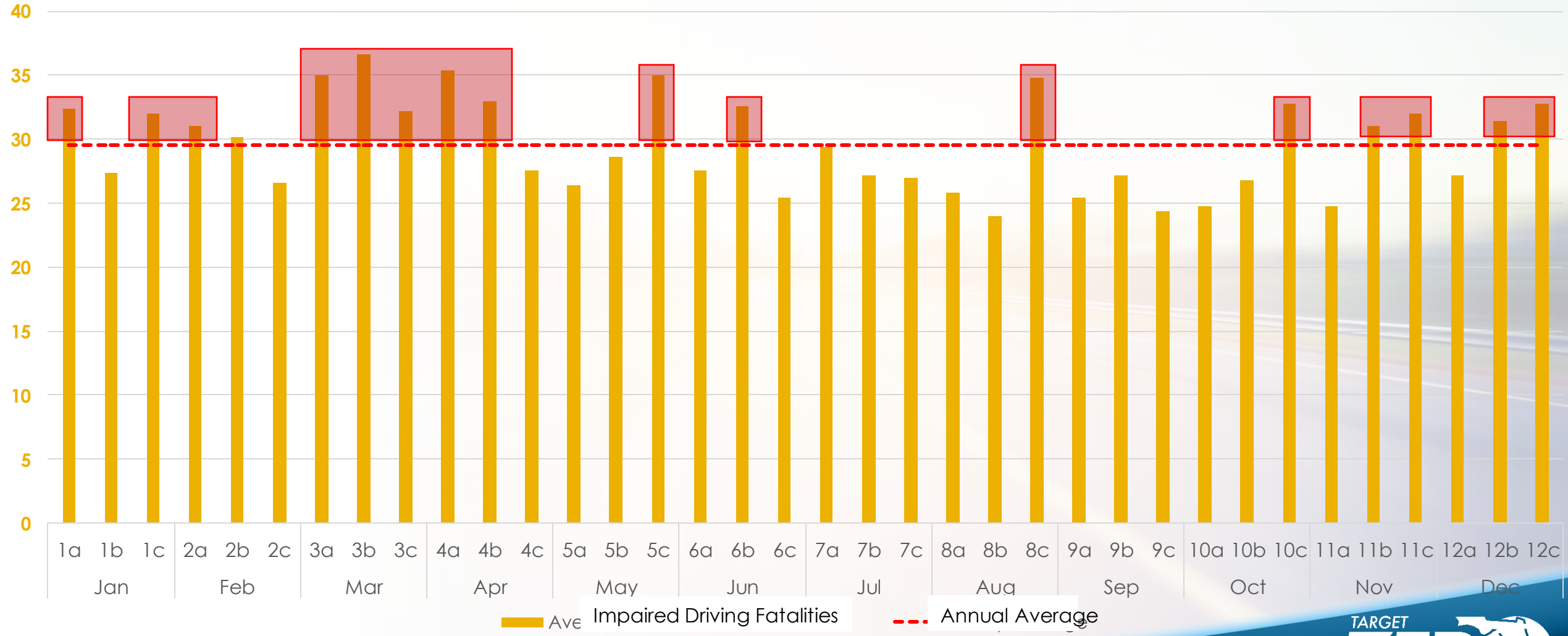
Impaired Driving in Marion County

Chanyoung Lee, Ph.D.
Young-Keun Yang, Statistical Data Analyst

Florida Impaired Driving Coalition Meeting
March 2025

Why Marion County?

Seasonal Trend of Impaired Driving Fatalities in FL



Selected counties for each period

County	1A	1C	3A	3B	4A	4B	5C	6A	7A	8C	11C	12B	Grand Total
Duval	■	■	■	■	■	■	■	■	■	■	■	■	12
Hillsborough	■	■	■	■	■	■	■	■	■	■	■	■	12
Marion	■	■	■	■	■	■	■	■	■	■	■	■	12
Miami-Dade	■	■	■	■	■	■	■	■	■	■	■	■	12
Orange	■	■	■	■	■	■		■	■	■		■	10
Polk	■	■	■	■		■	■	■	■		■	■	10
Broward	■	■	■		■		■	■		■	■	■	9
Lee	■		■	■	■			■	■	■	■	■	9
Palm Beach	■	■		■	■		■	■	■		■		8
Volusia			■	■	■			■		■	■	■	7
Alachua	■		■	■	■					■	■		6
Pinellas		■	■			■	■		■	■			6
Pasco							■	■		■		■	4
Osceola					■			■	■				3
Brevard	■				■								2
Collier	■				■								2
Lake						■	■						2
Manatee						■						■	2
Sarasota					■			■					2
St. Lucie				■						■			2
Bradford										■			1
Escambia			■										1
Flagler						■							1
Hernando					■								1
Leon		■											1
Putnam	■												1

Impaired driving fatalities per period

(Ave. 2019-2023)

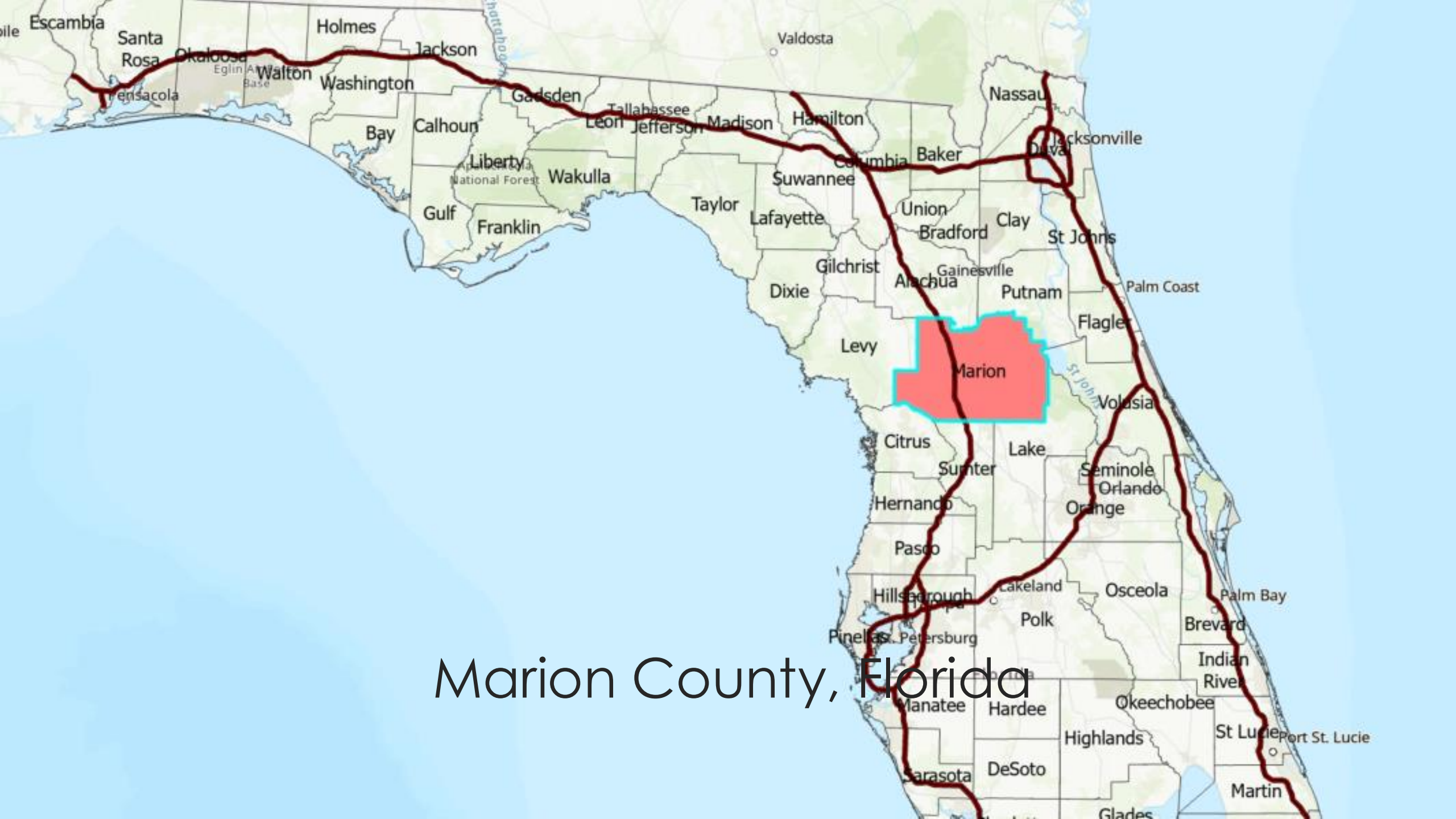
County	1A	1C	3A	3B	4A	4B	5C	6A	7A	8C	11C	12B	Grand Total
Duval	1.8	4.0	2.0	2.6	3.0	2.4	2.2	2.6	3.0	2.4	1.2	1.8	29.0
Hillsborough	2.6	2.4	3.0	2.4	1.4	3.2	1.6	2.0	1.4	1.4	2.0	2.0	25.4
Marion	2.4	1.2	2.0	1.6	1.0	1.6	2.4	1.4	1.4	1.8	1.8	1.4	20.0
Miami-Dade	2.2	1.2	1.2	1.2	2.0	1.2	2.8	1.2	1.6	1.6	1.2	1.4	18.8
Orange	1.0	2.0	1.2	1.2	2.0	3.0		1.4	1.6	1.4		2.2	17.0
Polk	1.8	1.2	2.4	1.4		1.2	1.2	2.2	2.0		1.4	1.2	16.0
Volusia			2.8	1.2	2.2			1.8		1.8	1.4	1.6	12.8
Lee	1.0		1.6	2.4	1.8			1.0	1.2	1.0	1.4	1.2	12.6
Palm Beach	1.0	1.8		2.6	1.0		1.4	1.2	1.0		1.6		11.6
Broward	1.2	1.2	1.4		1.0		1.6	1.0		1.2	1.4	1.2	11.2
Alachua	2.0		1.2	2.0	1.0					1.0	1.4		8.6
Pinellas		1.8	1.2			1.6	1.2		1.2	1.2			8.2
Pasco							2.0	1.0		1.0		1.8	5.8
Osceola					1.2			1.0	1.4				3.6
Lake						1.6	1.6						3.2
St. Lucie				1.2						1.4			2.6
Brevard	1.0				1.4								2.4
Manatee						1.2						1.2	2.4
Collier	1.2				1.0								2.2
Sarasota					1.0			1.2					2.2
Escambia			1.2										1.2
Flagler						1.2							1.2
Hernando					1.2								1.2
Leon		1.2											1.2
Putnam	1.2												1.2
Bradford										1.0			1.0

Number of Licensed Drivers (2023)

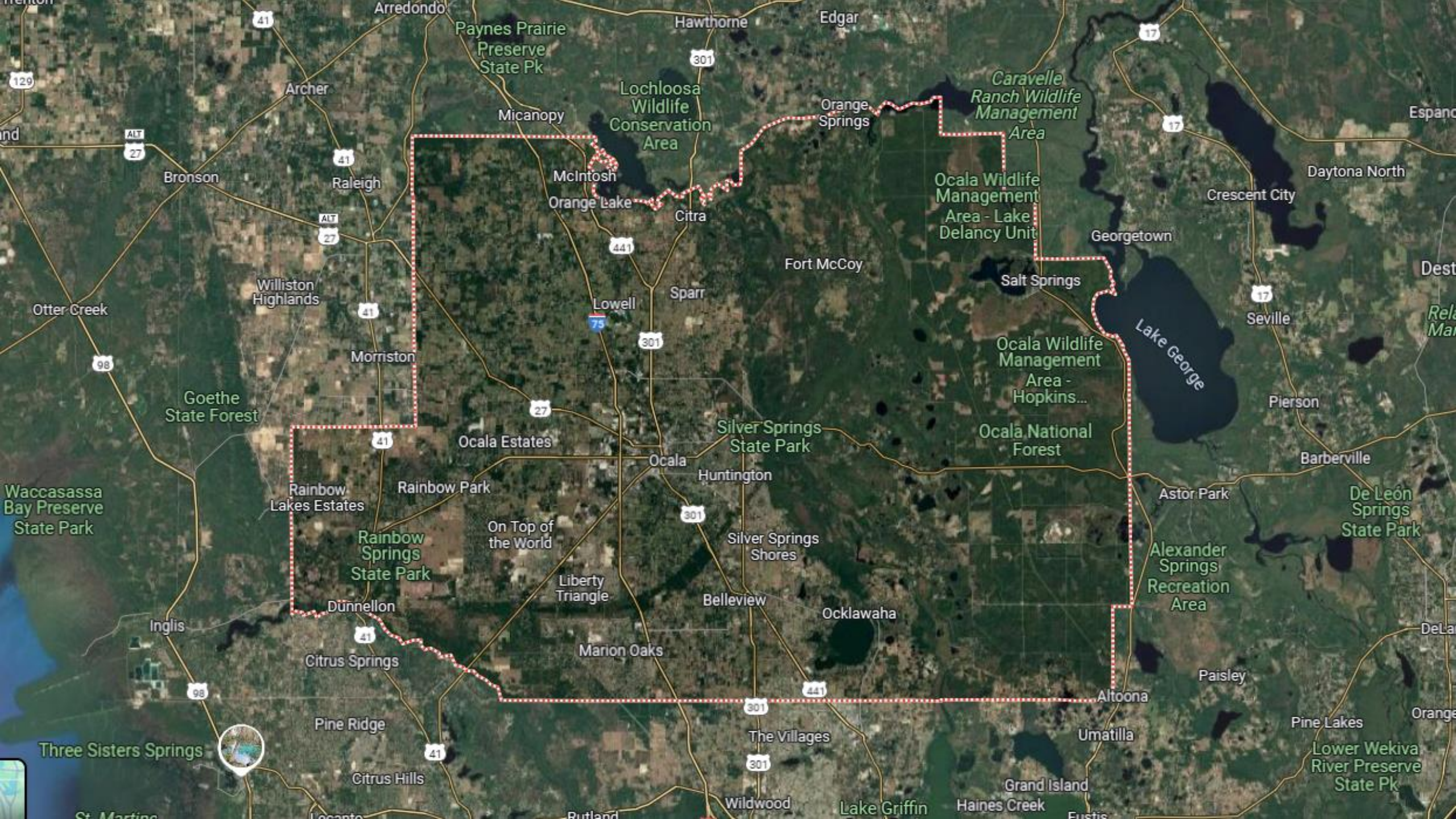
Impaired Driving Fatalities 2014-2016 vs. 2021-2023

	2014-2016			2021-2023		
	County			County		
1	Hillsborough		212	1 Duval		240
2	Duval		192	2 Hillsborough		204
3	Orange		158	3 Orange		170
4	Miami-Dade		140	4 Miami-Dade		165
5	Polk		123	**5 Marion**		**129**
6	Palm Beach		120	6 Polk		129
7	Broward		116	7 Palm Beach		125
8	Pinellas		110	8 Lee		118
9	Volusia		107	9 Volusia		113
10	**Marion**		**87**	10 Pinellas		105
11	Lee		85	11 Broward		98
12	Brevard		84	12 Alachua		77
13	Pasco		75	13 Manatee		76
14	Manatee		60	14 Lake		75
15	Lake		52	15 Pasco		73
16	Sarasota		49	16 Brevard		72
17	Alachua		47	17 Osceola		60
18	Leon		46	18 Collier		51
18	Clay		46	19 Leon		50
18	Putnam		46	20 Clay		48
				20 Hernando		48
				20 Putnam		48

TARGET ZERO
FATALITIES & SERIOUS INJURIES

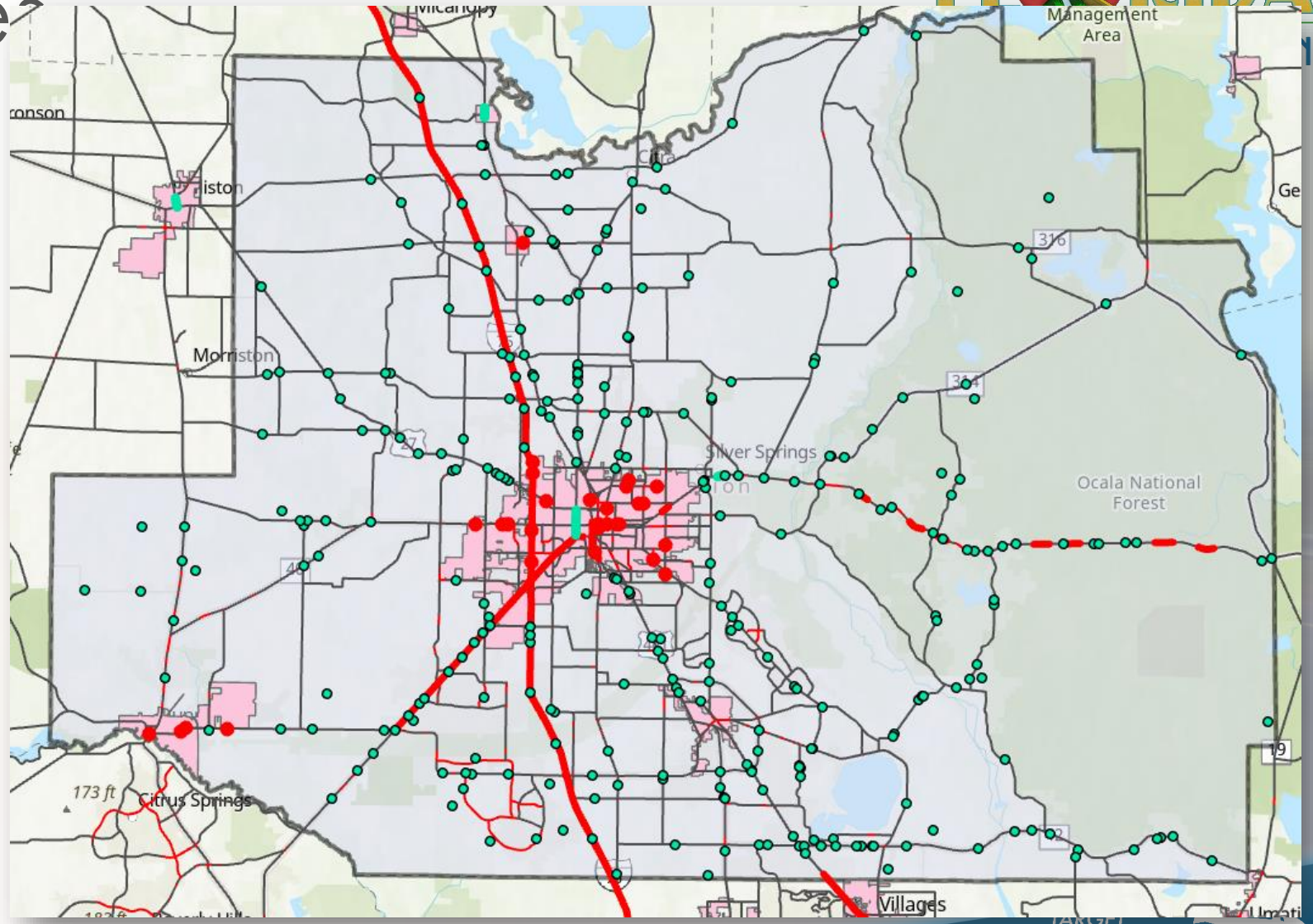


Marion County, Florida


Arredondo
Paynes Prairie Preserve State Pk
Hawthorne
Edgar
Archer
Lochloosa Wildlife Conservation Area
Micanopy
Orange Springs
Caravelle Ranch Wildlife Management Area
Espanc
Bronson
Raleigh
McIntosh
Orange Lake
Citra
Ocala Wildlife Management Area - Lake Delancy Unit
Daytona North
Crescent City
Georgetown
Fort McCoy
Salt Springs
Williston Highlands
Otter Creek
Lowell
Sparr
Seville
Lake George
Morriston
Ocala Wildlife Management Area - Hopkins...
Goethe State Forest
Silver Springs State Park
Ocala National Forest
Pierson
Ocala Estates
Ocala
Huntington
Barberville
Waccasassa Bay Preserve State Park
Rainbow Lakes Estates
Rainbow Park
Astor Park
De León Springs State Park
On Top of the World
Silver Springs Shores
Rainbow Springs State Park
Alexander Springs Recreation Area
Liberty Triangle
Dunnellon
Belleview
Ocklawaha
Inglis
Citrus Springs
Marion Oaks
Paisley
Altoona
Pine Ridge
The Villages
Pine Lakes
Three Sisters Springs
Umatilla
Lower Wekiva River Preserve State Pk
Citrus Hills
Grand Island
Wildwood
Lake Griffin
Haines Creek

Number of Lanes

Number of Lanes (NOLANES)
1
2
3
4
5
6



Population growth?

When the number of annual traffic fatalities increases, our first assumption is population growth, as more people generally lead to more vehicles on the roads.

Population

2010 Census

Rank/	County	Population
1	Miami-Dade	2496457
2	Broward	1748066
3	Palm Beach	1320134
4	Hillsborough	1229226
5	Orange	1145956
6	Pinellas	916542
7	Duval	864263
8	Lee	618754
9	Polk	602095
10	Brevard	543376
11	Volusia	494593
12	Pasco	464697
13	Seminole	422718
14	Sarasota	379448
15	Marion	331303

2020 Census

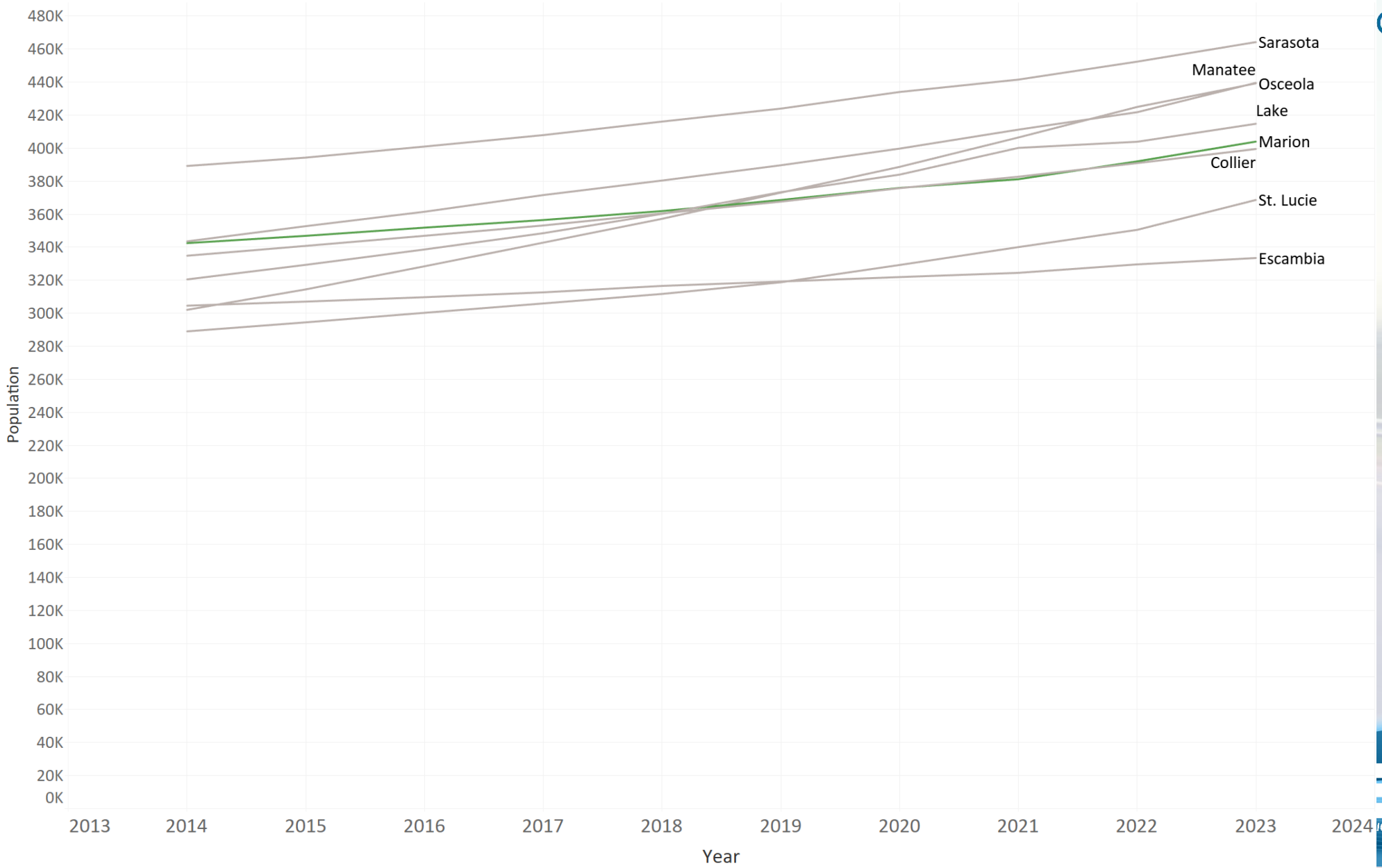
Rank	County	Population
1	Miami-Dade	2701767
2	Broward	1944375
3	Palm Beach	1492191
4	Hillsborough	1459762
5	Orange	1429908
6	Duval	995567
7	Pinellas	959107
8	Lee	760822
9	Polk	725046
10	Brevard	606612
11	Pasco	561891
12	Volusia	553543
13	Seminole	470856
14	Sarasota	434006
15	Manatee	399710
16	Osceola	388656
17	Lake	383956
18	Marion	375908

2023 Estimate

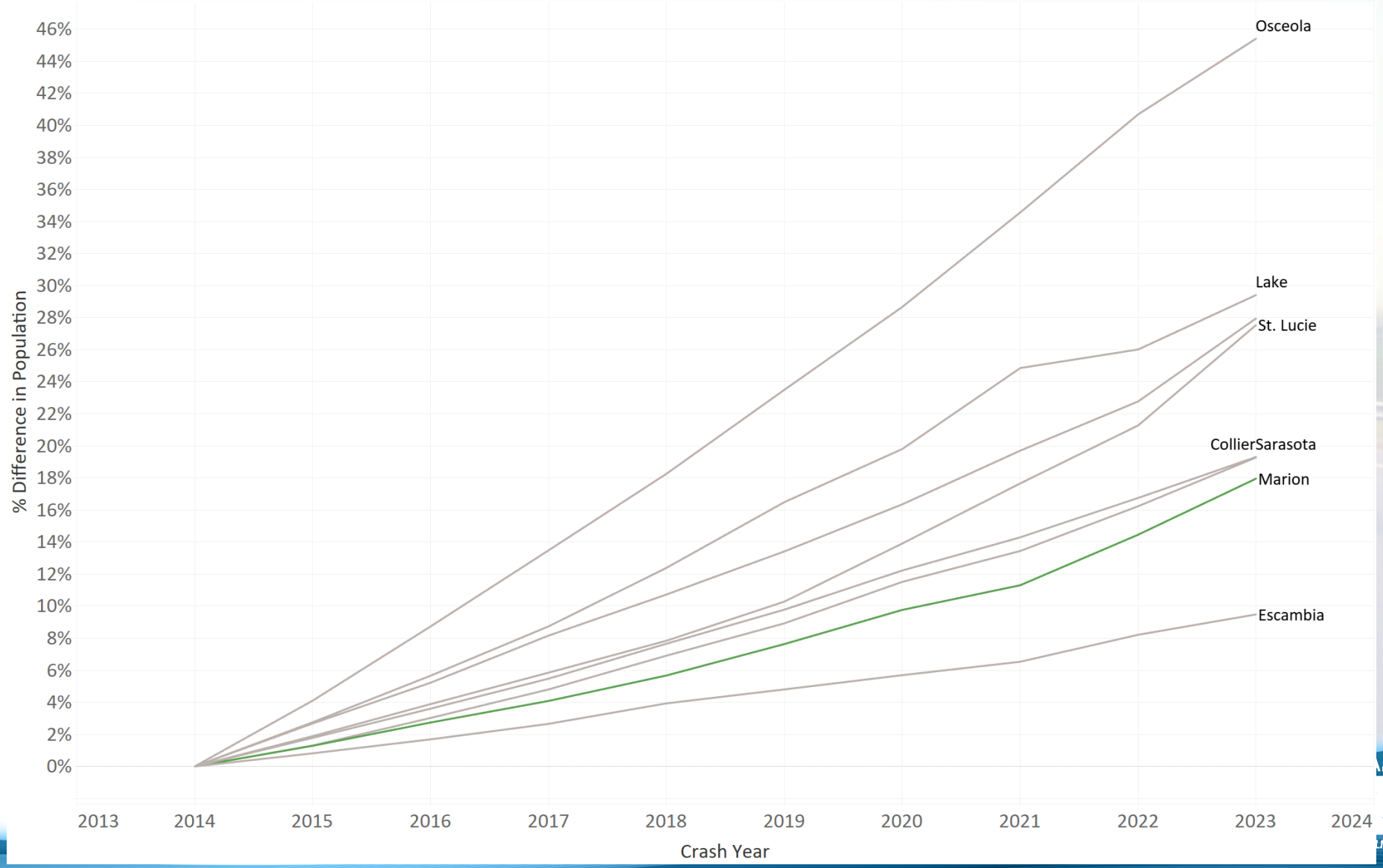
Rank	County	Population
1	Miami-Dade	2768954
2	Broward	1973579
3	Hillsborough	1541531
4	Palm Beach	1532718
5	Orange	1492951
6	Duval	1051278
7	Pinellas	974689
8	Lee	800989
9	Polk	797616
10	Brevard	640773
11	Pasco	610743
12	Volusia	583505
13	Seminole	486839
14	Sarasota	464223
15	Manatee	439566
16	Osceola	439225
17	Lake	414749
18	Marion	403966

Source:
https://signal4analytics.com/
BEBR (Bureau of Economic and Business Research)

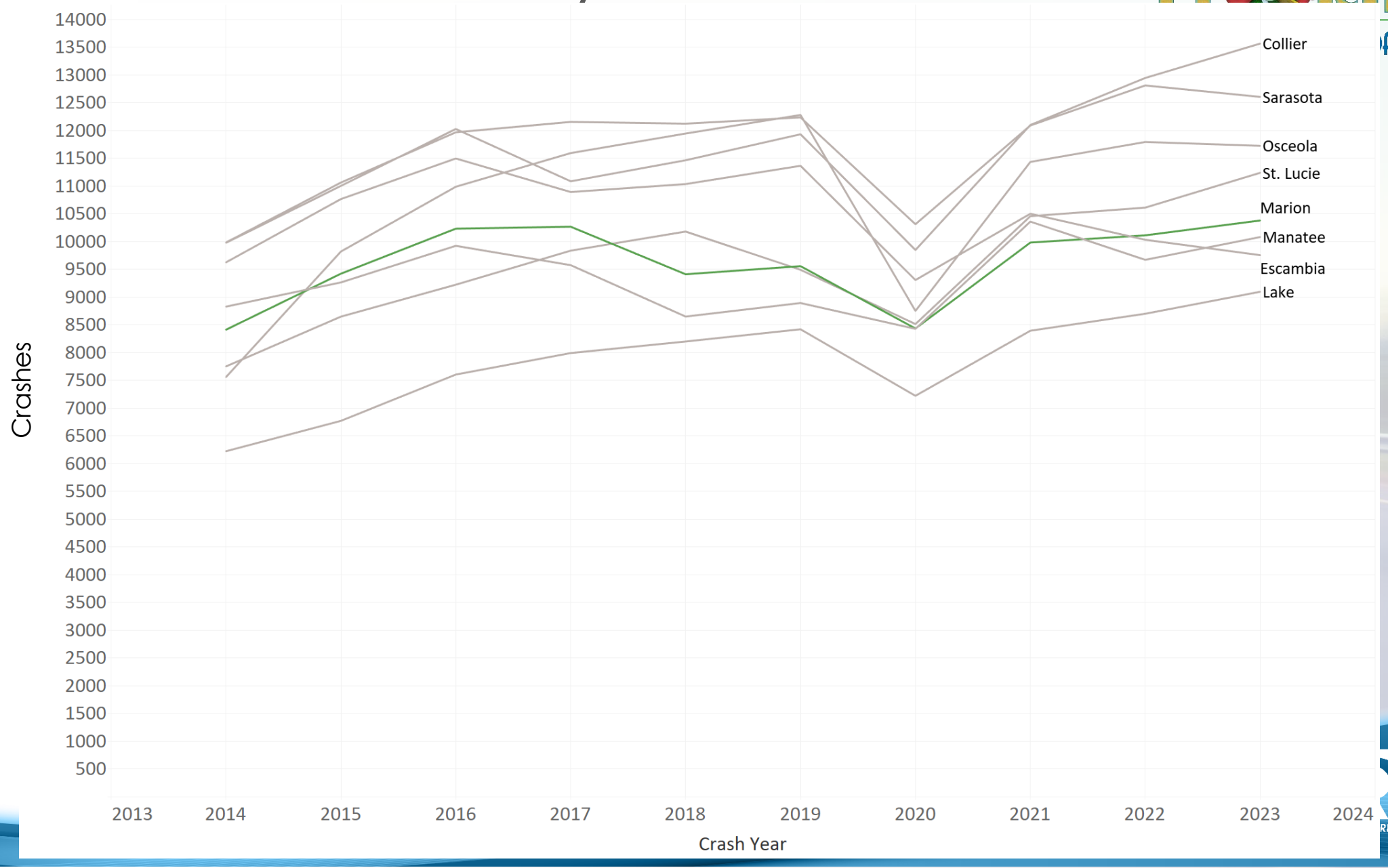
Population by Year



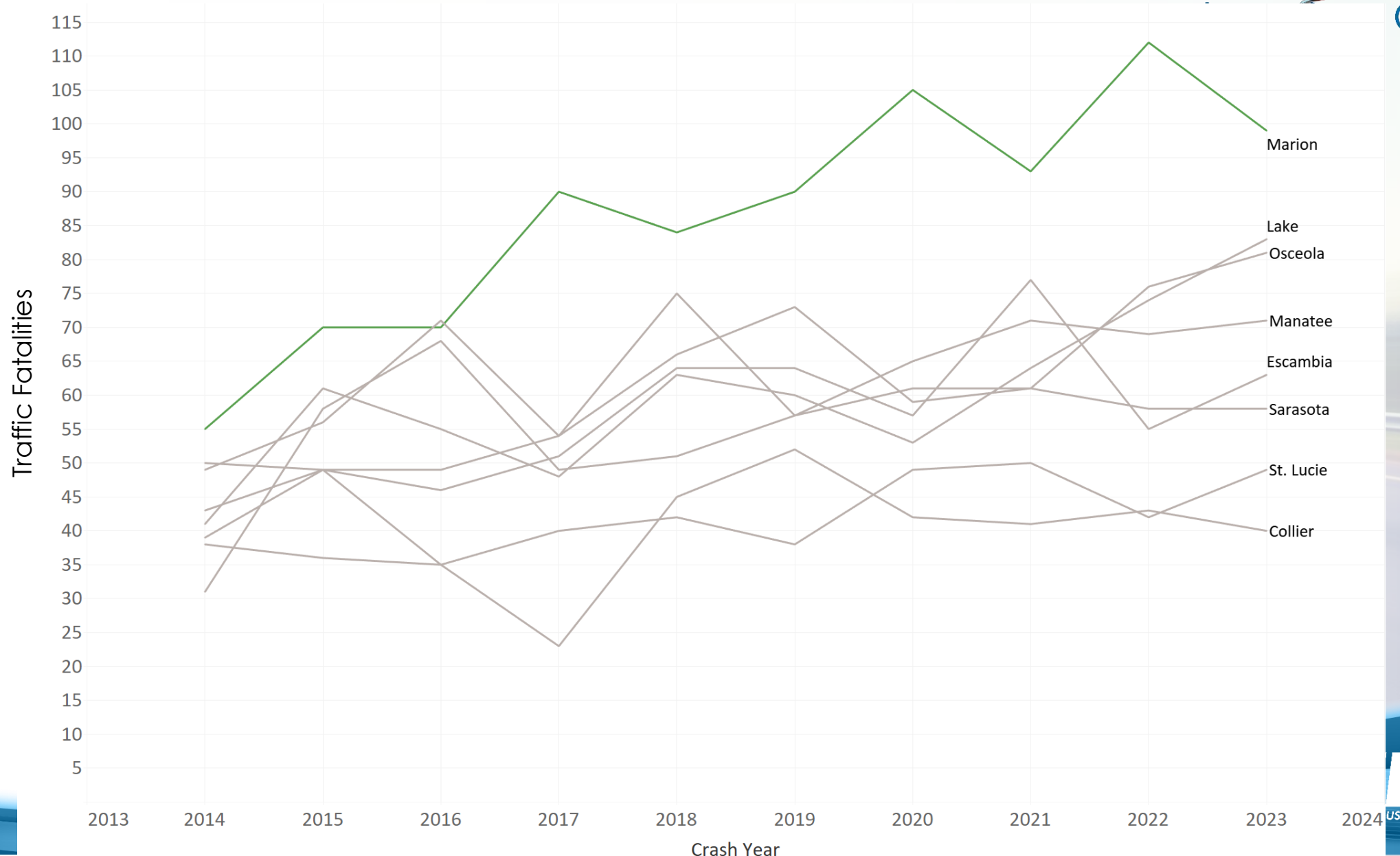
Population Increase % (Indexed to 2014)



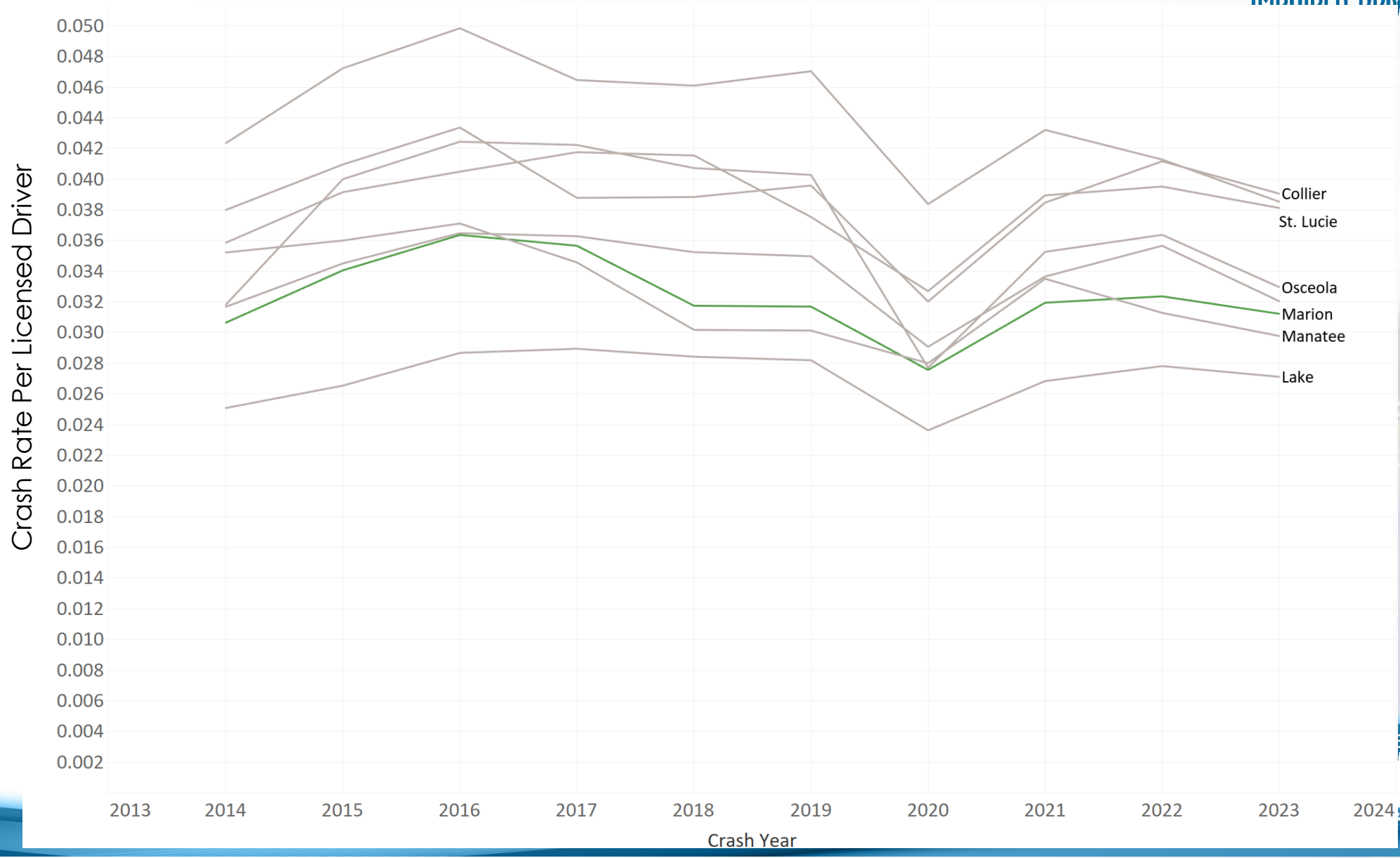
Traffic Crashes by Year



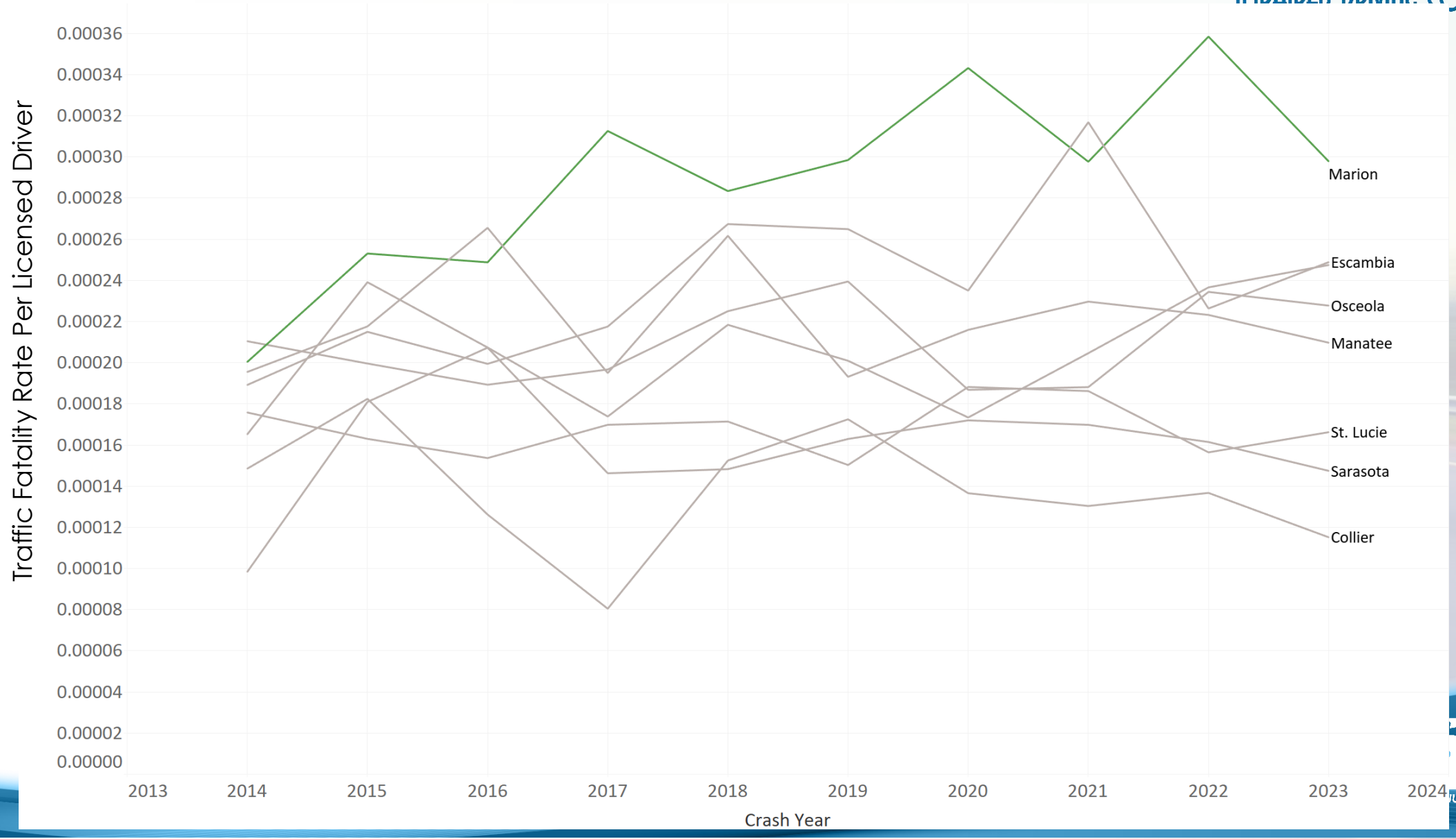
Traffic Fatalities by Year



Traffic Crash Rate per Licensed Driver



Traffic Fatality Rate per Licensed Driver



Findings (1)

- Marion County has experienced a significant increase in traffic fatalities over the past 10 years
- The county has also seen a substantial rise in the traffic fatality rate per licensed driver compared to other similar-sized counties
- Population growth alone does not account for this increase

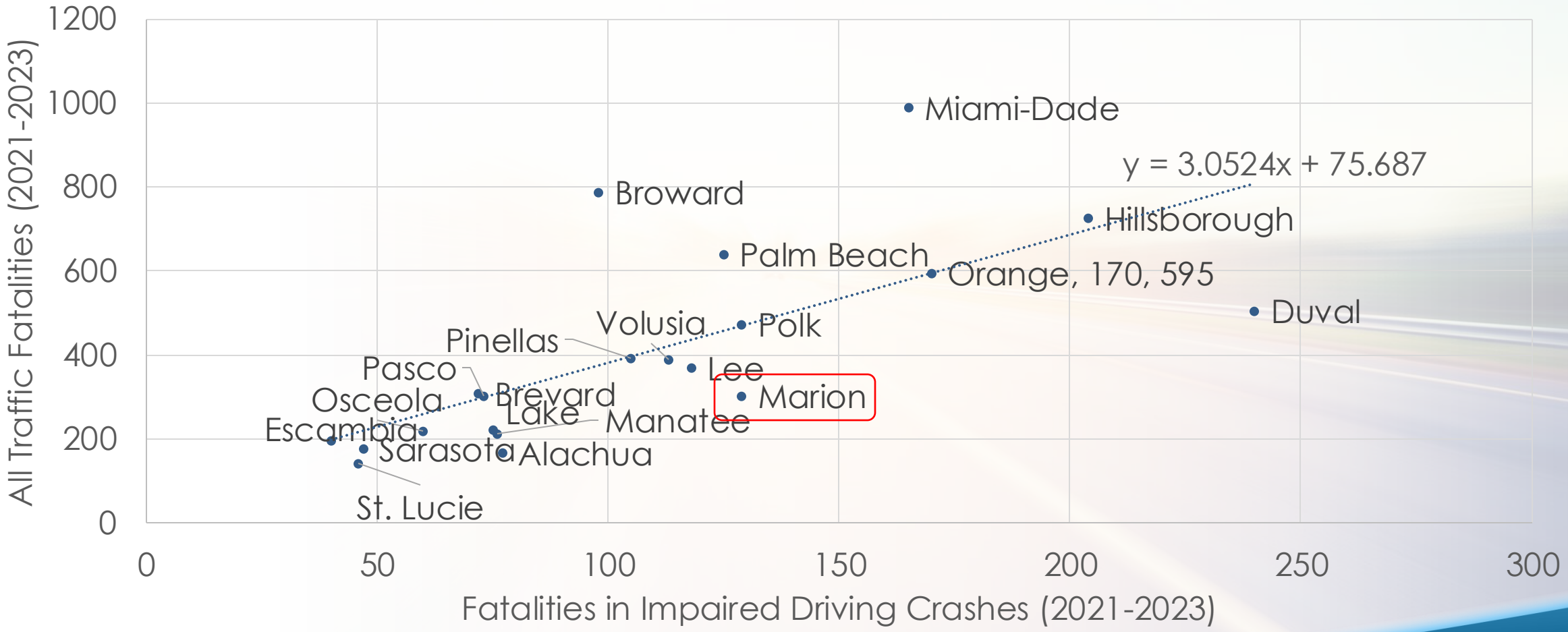
Traffic Fatalities by County (2021-2023)

	County	All Traffic Fatalities
1	Miami-Dade	989
2	Broward	788
3	Hillsborough	**726**
4	Palm Beach	**640**
5	Orange	595
6	Duval	506
7	Polk	**473**
8	Pinellas	394
9	Volusia	388
10	Lee	**370**
11	Brevard	**309**
12	**Marion**	304
13	Pasco	301
14	Lake	**221**
15	Osceola	218
16	Manatee	211
17	Escambia	195
18	Sarasota	177
19	Alachua	167
20	St. Lucie	141
21	Seminole	134
22	Collier	124
23	Hernando	**123**
24	Leon	122
25	Bay	117
26	St. Johns	113
27	Charlotte	101
28	Clay	92
29	Highlands	92
30	Sumter	91

	County	Fatalities in Impaired Driving Crashes
1	Duval	240
2	Hillsborough	204
3	Orange	170
4	Miami-Dade	165
5	Polk	129
6	**Marion**	129
7	Palm Beach	125
8	Lee	118
9	Volusia	113
10	Pinellas	105
11	Broward	98
12	Alachua	77
13	Manatee	76
14	Lake	75
15	Pasco	73
16	Brevard	72
17	Osceola	60
18	Collier	51
19	Leon	50
20	Hernando	48
21	Clay	48
22	Sarasota	47
23	St. Lucie	46
24	Highlands	42
25	Escambia	40
26	St. Johns	38
27	Citrus	36
28	Seminole	33
29	Bay	33
30	Charlotte	33

TARGET ZERO
FATALITIES & SERIOUS INJURIES

Impaired Driving Fatalities vs. All Traffic Fatalities

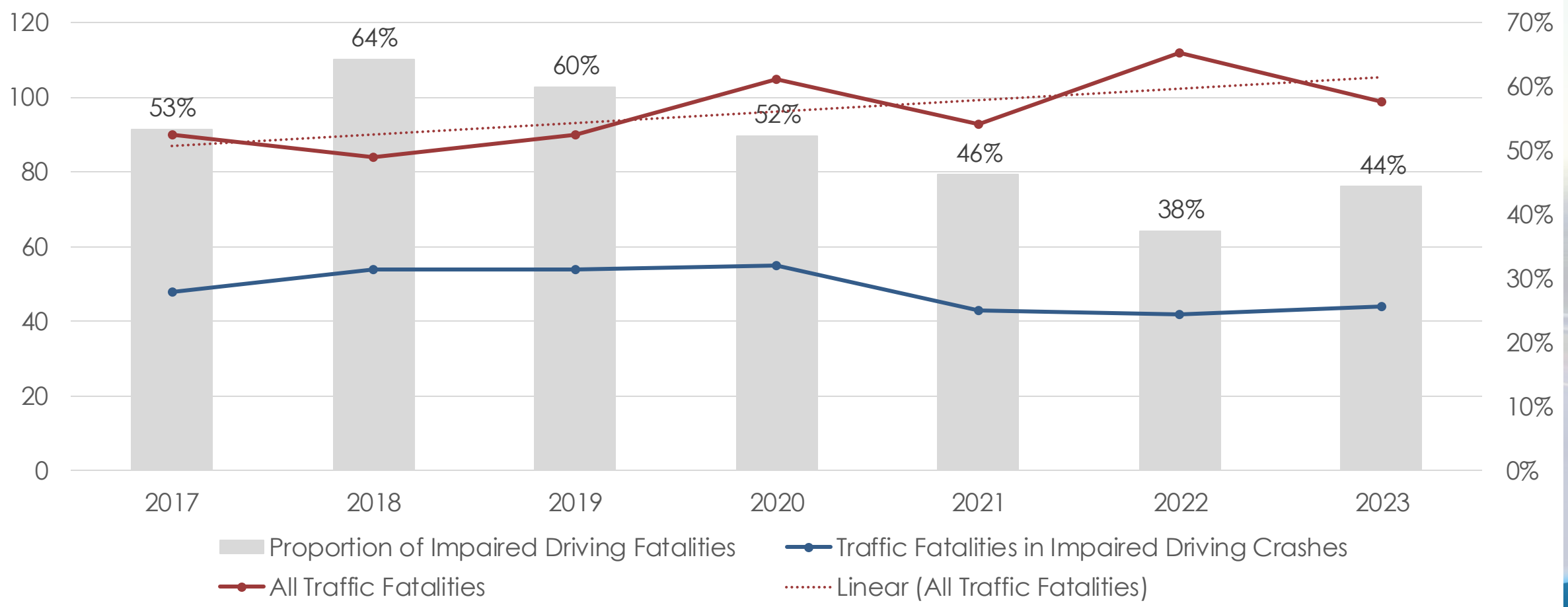


Proportion of Impaired Driving in Traffic Fatalities

	County	2017-2019	Proportion %	2021-2023	Proportion %
1	Duval	184	40.7%	240	47.4%
2	Alachua	82	45.8%	77	46.1%
3	**Marion**	**156**	**59.1%**	**129**	**42.4%**
4	Manatee	70	37.6%	76	36.0%
5	Lake	69	40.4%	75	33.9%
6	St. Lucie	51	42.5%	46	32.6%
7	Lee	106	34.6%	118	31.9%
8	Volusia	102	28.3%	113	29.1%
9	Orange	160	29.7%	170	28.6%
10	Hillsborough	176	30.0%	204	28.1%
11	Osceola	57	29.5%	60	27.5%
12	Polk	123	34.1%	129	27.3%
13	Pinellas	90	25.3%	105	26.6%
14	Sarasota	53	33.8%	47	26.6%
15	Pasco	101	33.0%	73	24.3%
16	Brevard	77	30.4%	72	23.3%
17	Escambia	31	17.3%	40	20.5%
18	Palm Beach	87	16.7%	125	19.5%
19	Miami-Dade	122	13.9%	165	16.7%
20	Broward	97	14.4%	98	12.4%

TARGET ZERO
FATALITIES & SERIOUS INJURIES

Impaired Driving Fatalities in Marion County



Change in Traffic Fatalities (%)

	County	2017-2019	2021-2023	Change %
1	Miami-Dade	879	989	13%
2	Broward	674	788	17%
3	**Hillsborough**	**586**	**726**	24%
4	**Palm Beach**	**521**	**640**	23%
5	Orange	539	595	10%
6	Duval	452	506	12%
7	**Polk**	**361**	**473**	31%
8	Pinellas	356	394	11%
9	Volusia	361	388	7%
10	**Lee**	**306**	**370**	21%
11	**Brevard**	**253**	**309**	22%
12	Marion	264	304	15%
13	Pasco	306	301	-2%
14	**Lake**	**171**	**221**	29%
15	Osceola	193	218	13%
16	Manatee	186	211	13%
17	Escambia	179	195	9%
18	Sarasota	157	177	13%
19	Alachua	179	167	-7%
20	St. Lucie	120	141	18%

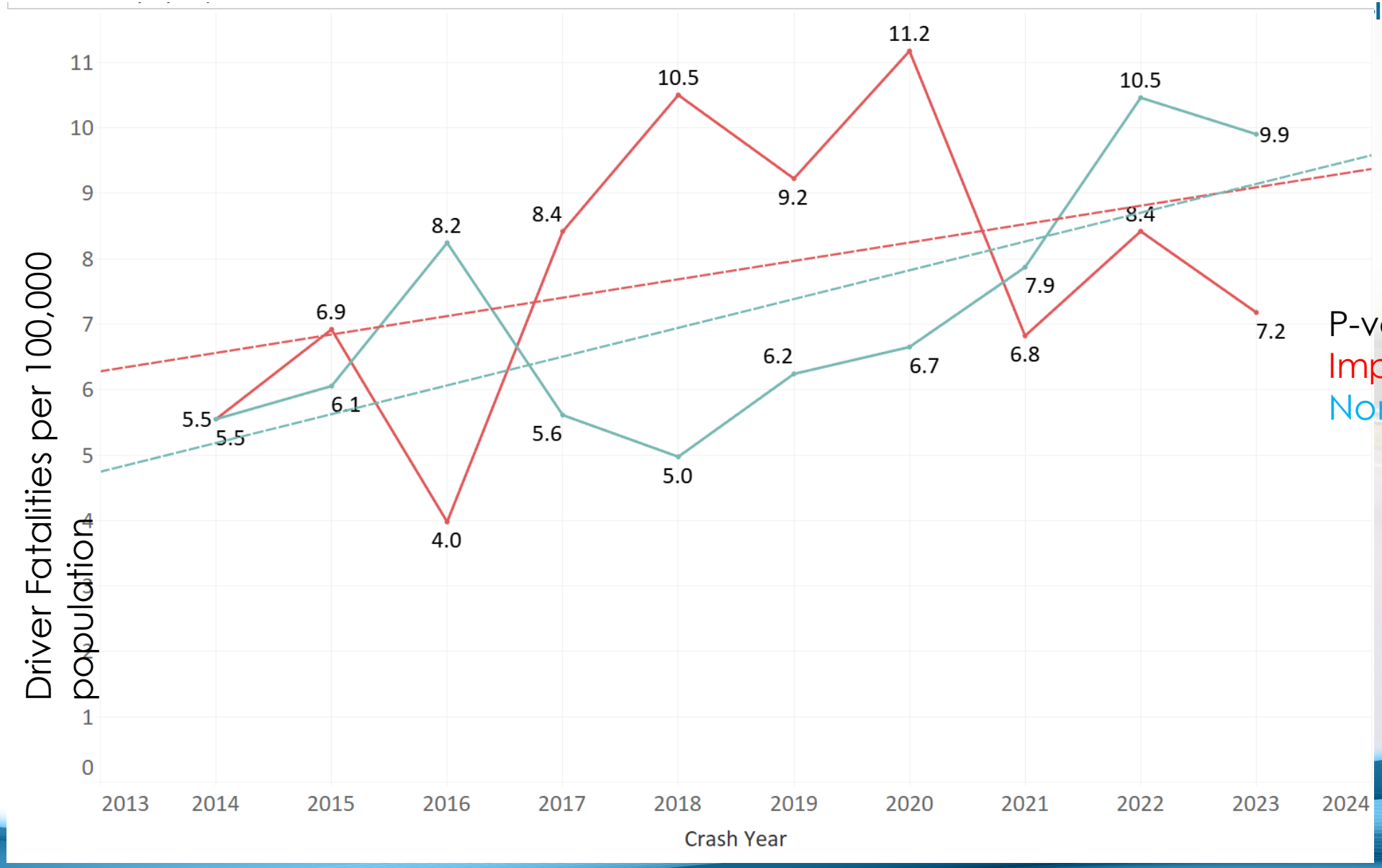
Change in Impaired Driving Crash Fatalities (%)

Rank	County	2017-2019	2021-2023	Change %
1	Duval	184	240	30%
2	Hillsborough	176	204	16%
3	Orange	160	170	6%
4	Miami-Dade	122	165	35%
5	Marion	156	129	-17%
6	Polk	123	129	5%
7	Palm Beach	87	125	44%
8	Lee	106	118	11%
9	Volusia	102	113	11%
10	Pinellas	90	105	17%
11	Broward	97	98	1%
12	Alachua	82	77	-6%
13	Manatee	70	76	9%
14	Lake	69	75	9%
15	Pasco	101	73	-28%
16	Brevard	77	72	-6%
17	Osceola	57	60	5%
18	Collier	40	51	28%
19	Leon	39	50	28%
20	Clay	28	48	71%

Findings (2)

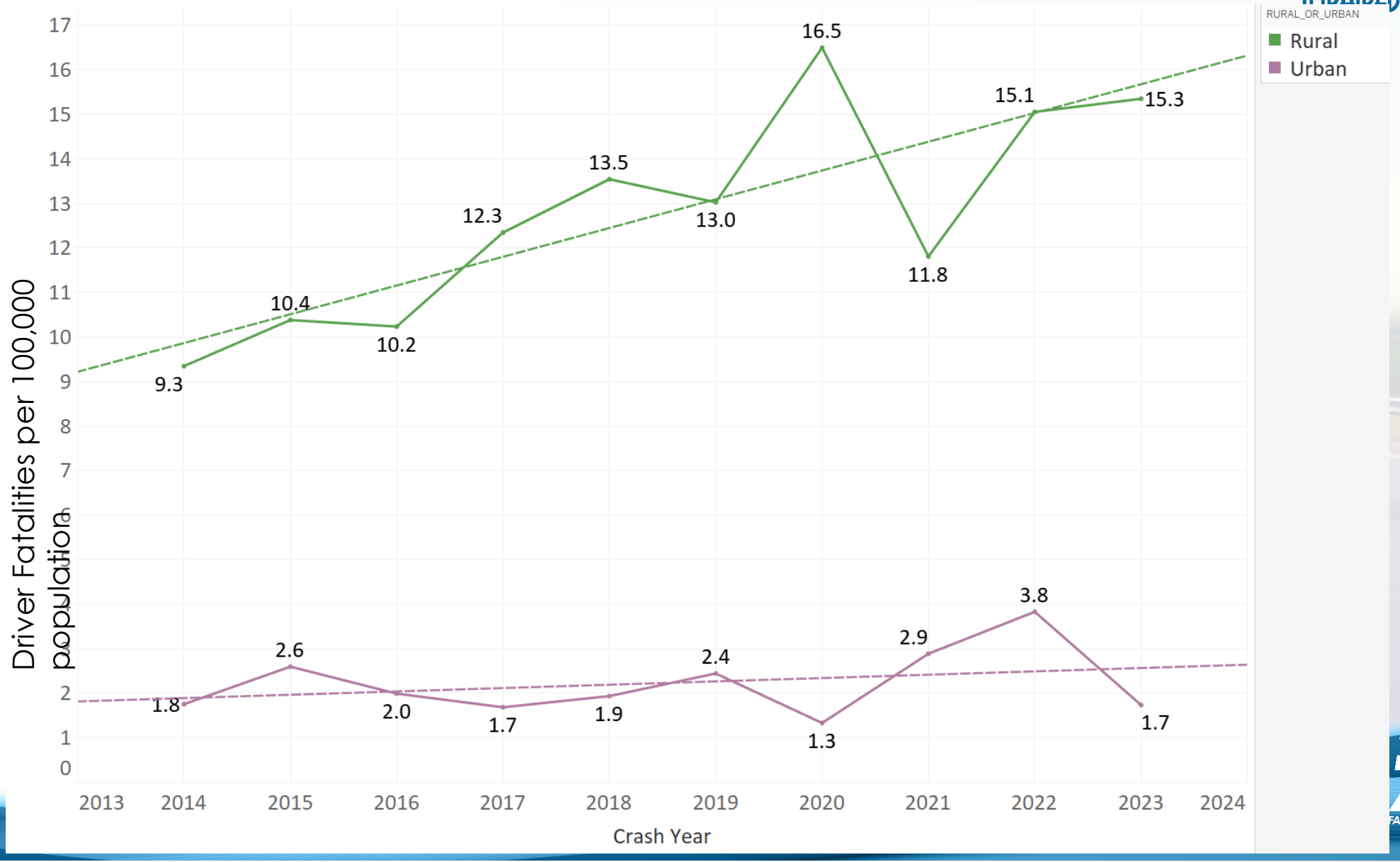
- Marion County has a higher proportion of traffic fatalities involving impaired driving
- The county ranks higher in impaired driving fatalities compared to overall traffic fatalities
- While Marion County experienced an increase in traffic fatalities after COVID-19, impaired driving fatalities did not follow the same trend

Impaired Driving



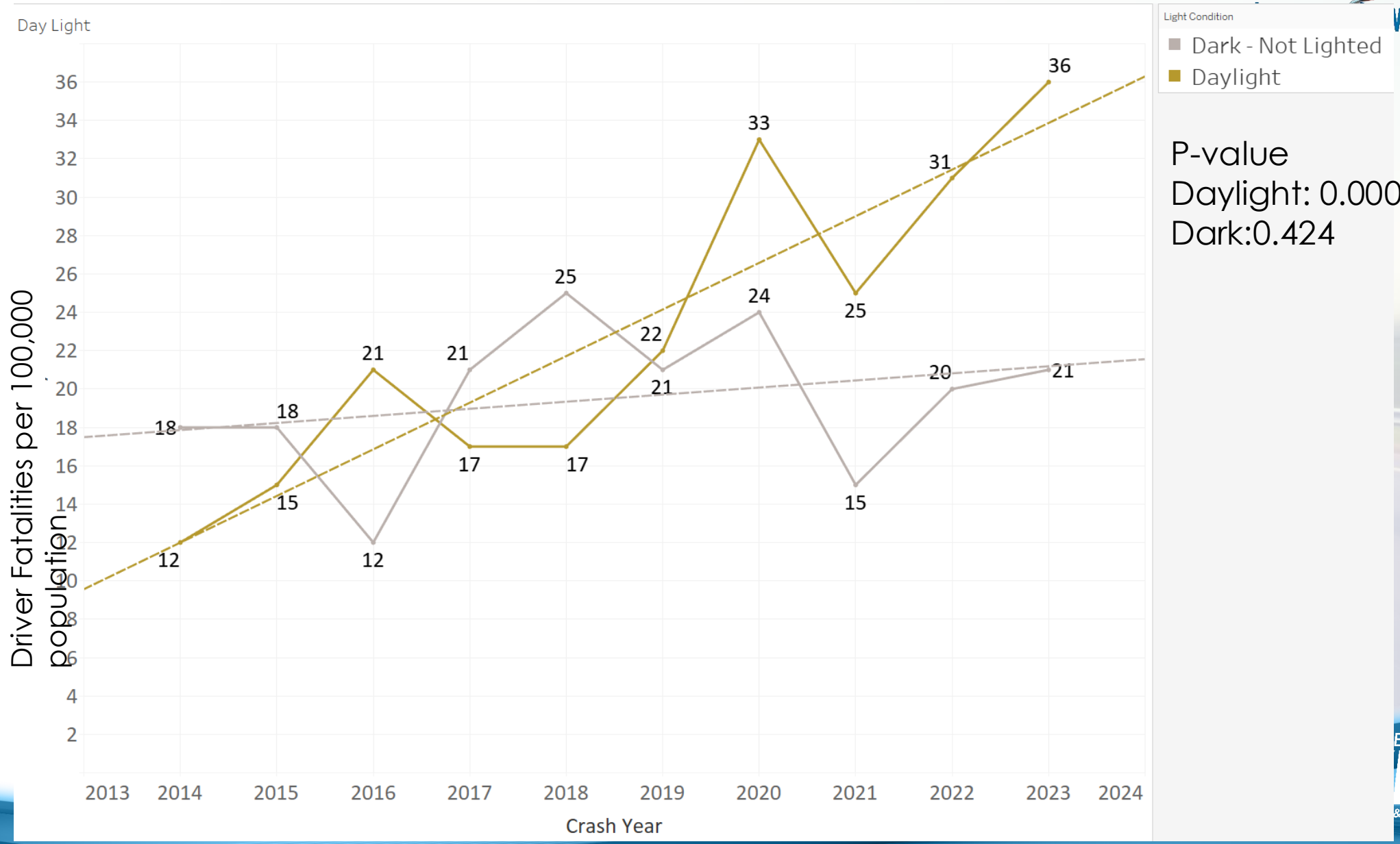
P-value
Impairment: 0.27
Non-impairment:0.02

Urban vs. Rural



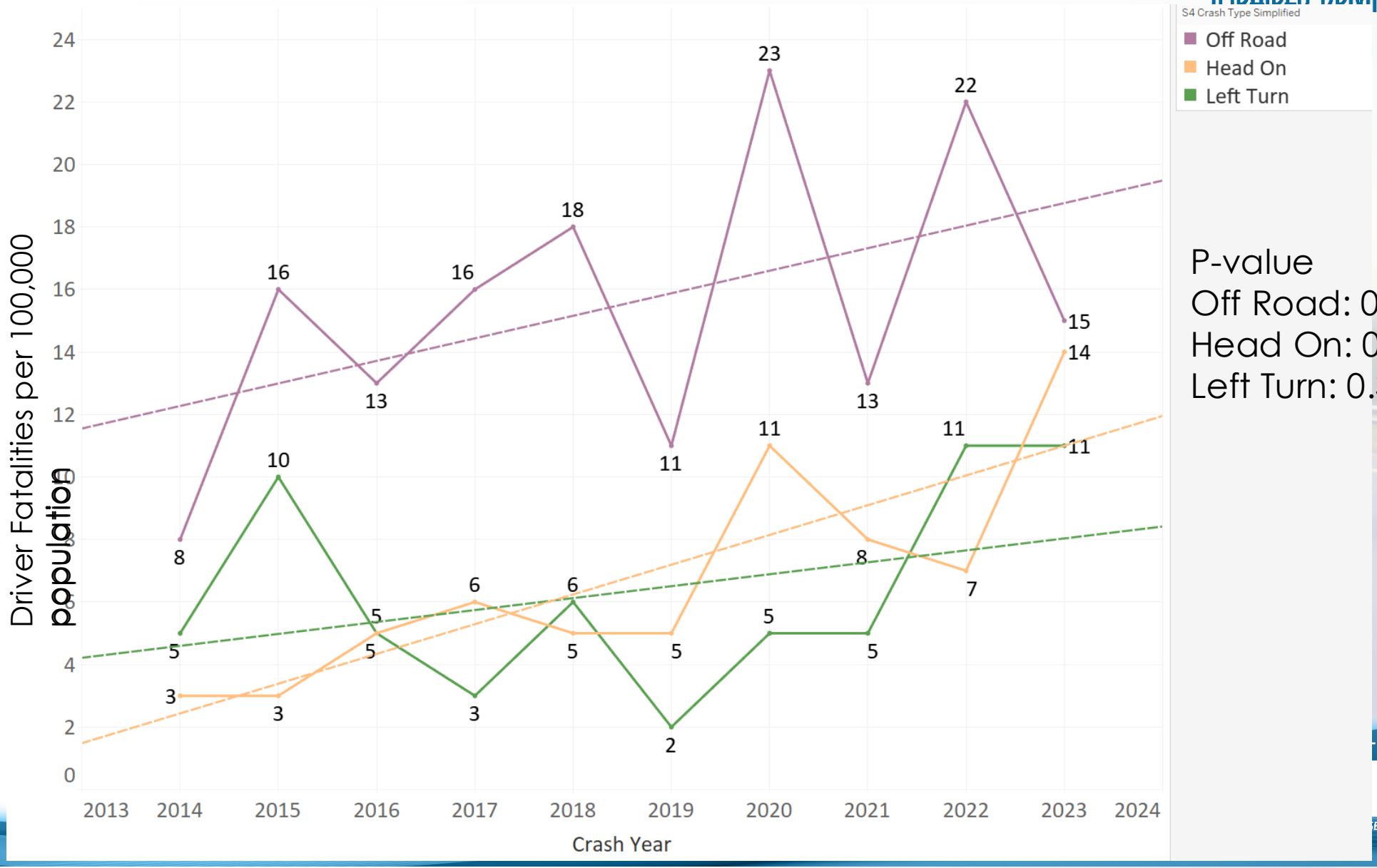
P-value
Rural: 0.0004
Urban:0.38

Daylight



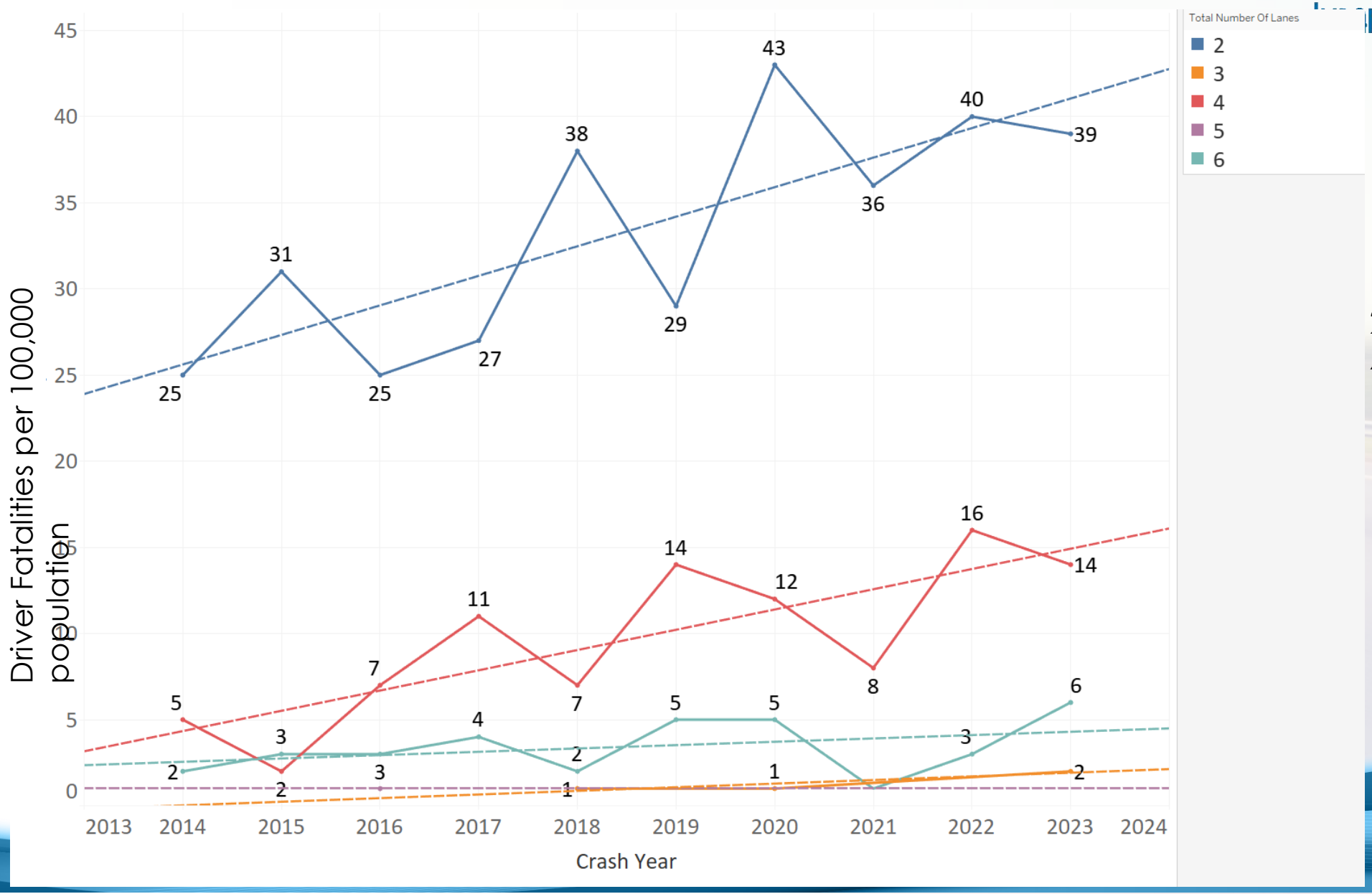
P-value
Daylight: 0.0003
Dark:0.424

Crash Type



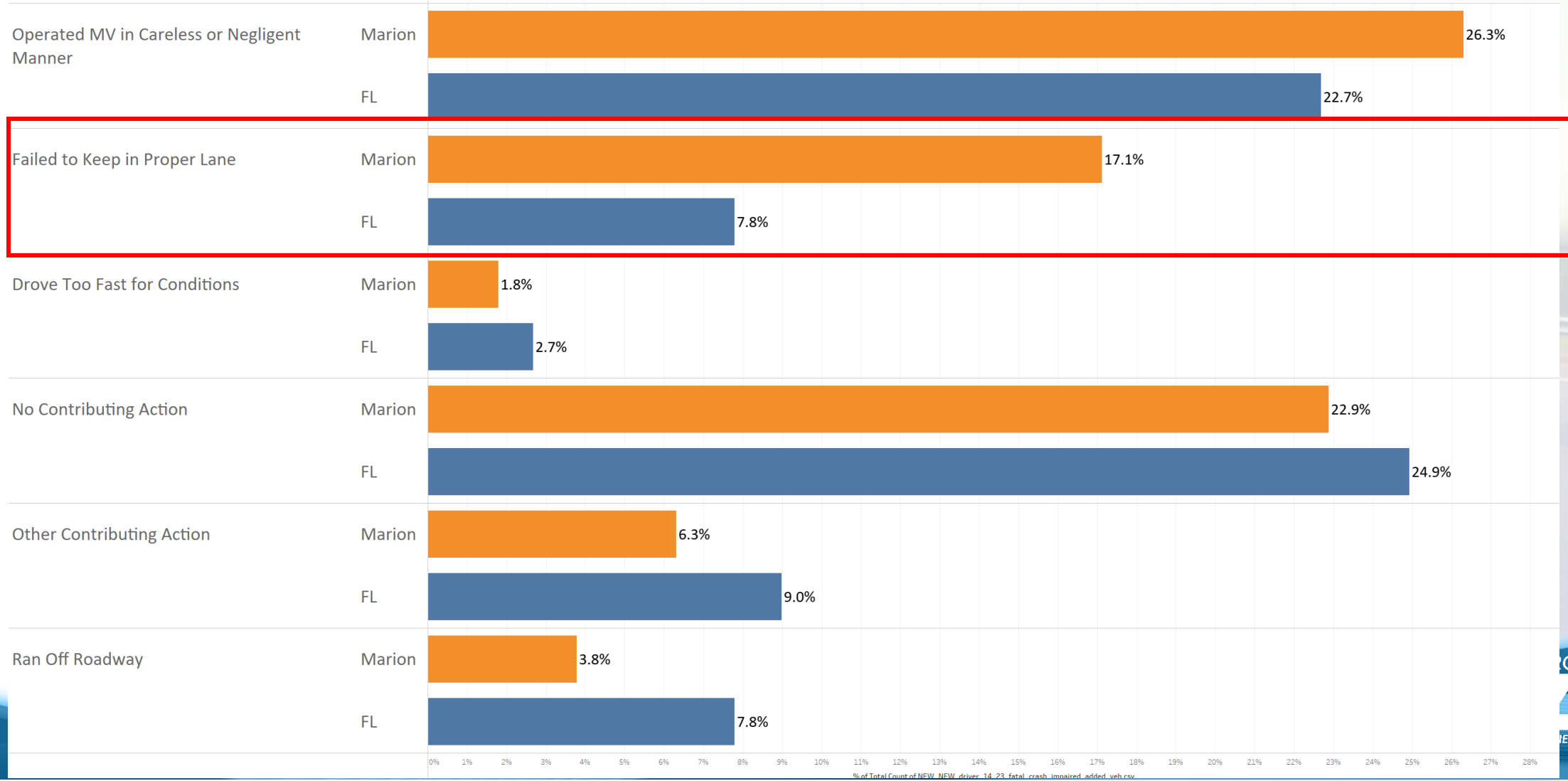
P-value
Off Road: 0.17
Head On: 0.00003
Left Turn: 0.31

Number of Lanes

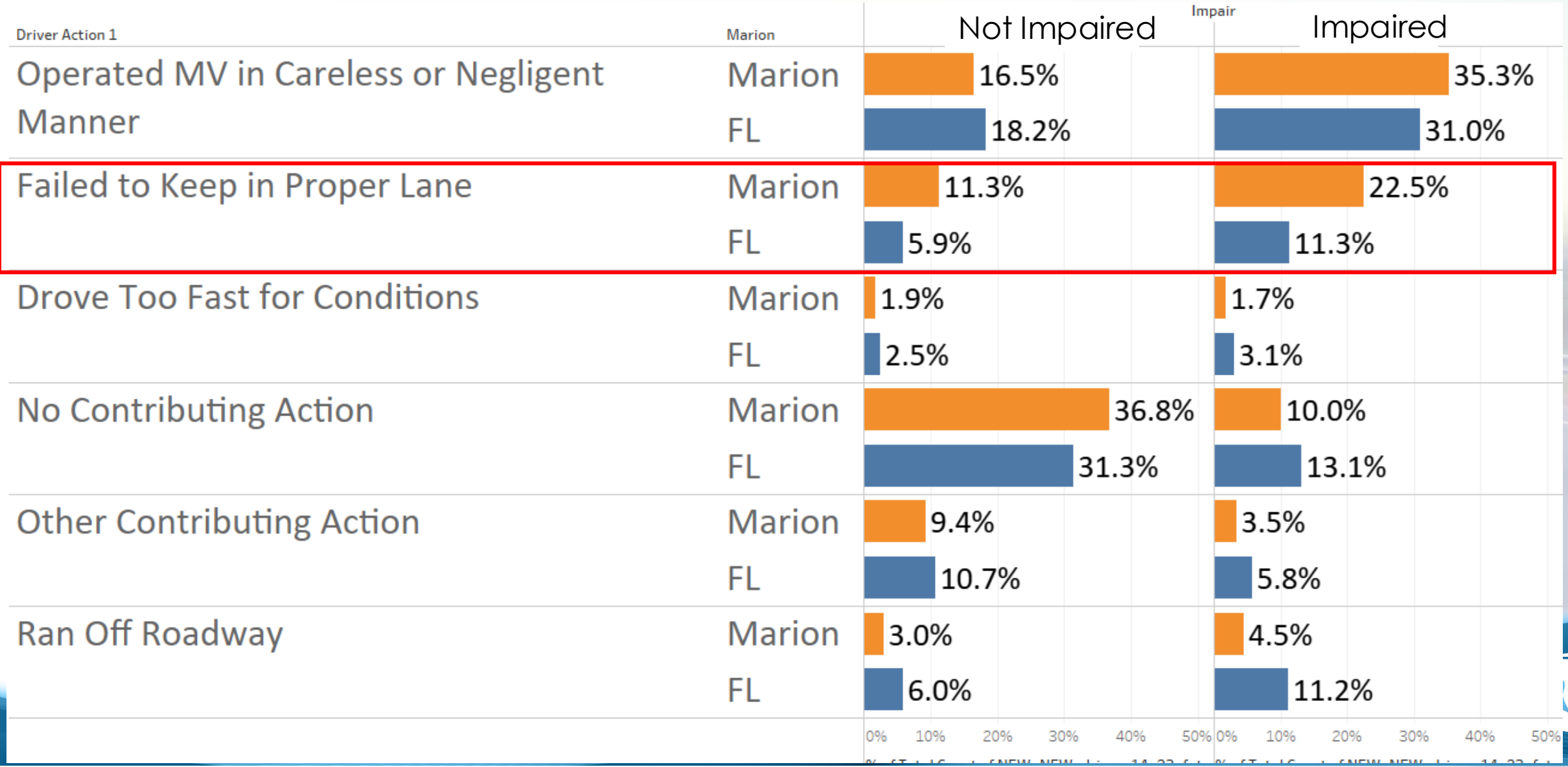


P-value
2: 0.008
4: 0.006

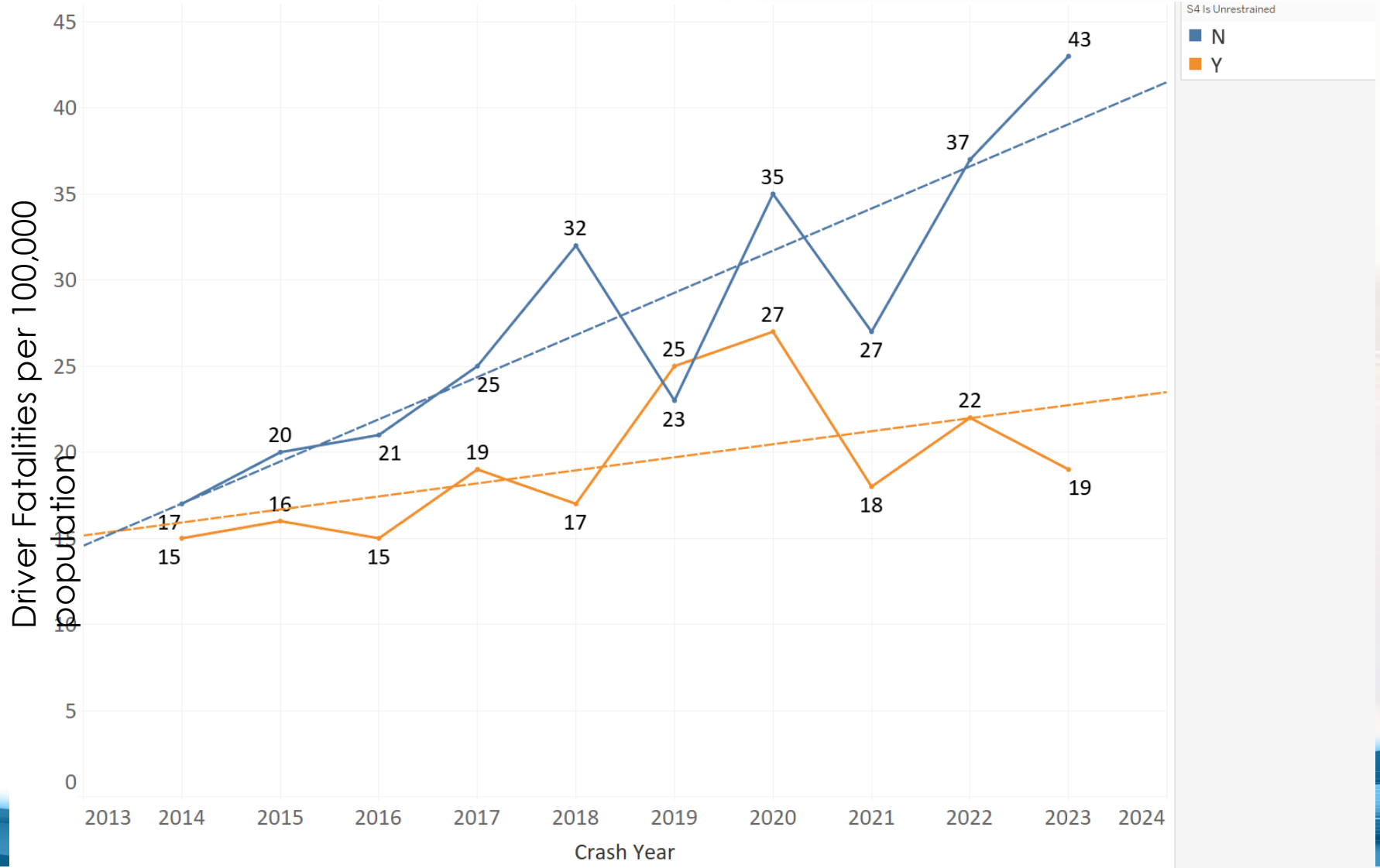
Driver Action



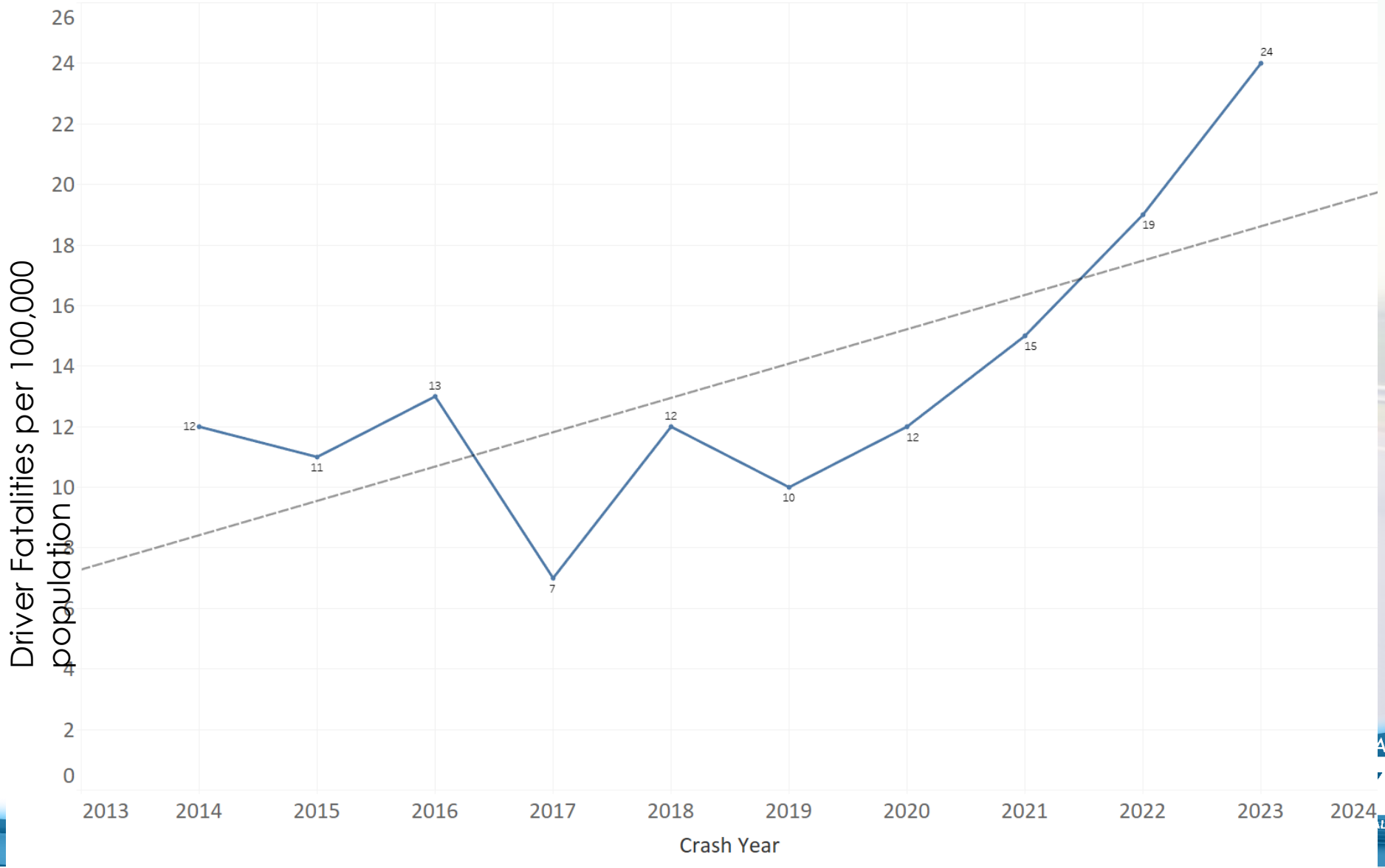
Driver Action



Unrestrained



Rural, no speeding, wear seat-belt, not impaired



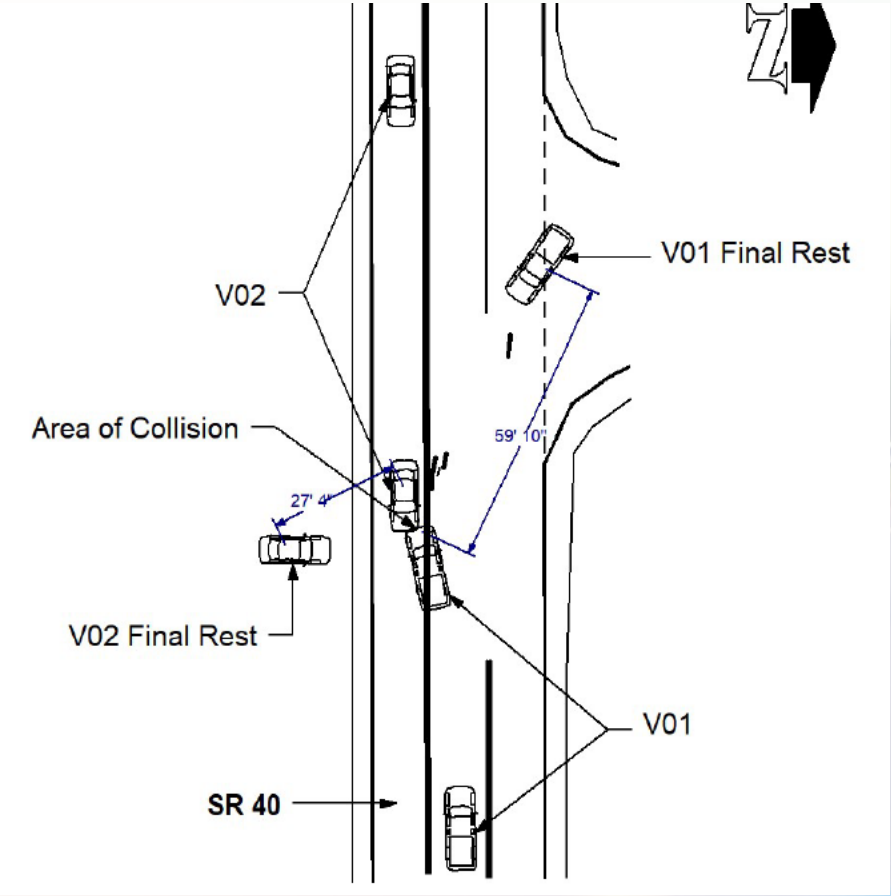
Crash Model

- Analyzing factors that contribute to impaired driving in fatal crashes in Marion County, Florida
- Using data-driven insights to identify key variables that increase the likelihood of impairment in fatal traffic crashes
  - (Example) The likelihood of visiting "Magic Kingdom" in 2025 (YES/NO)
    - With a child under age 10? Odds ratio:2 Coefficient:+
    - ~~Member of FIDC~~
    - Live in Orlando? Odds ratio: 3 Coefficient:+
    - Live in Tallahassee? Odds ratio:1.8 Coefficient: -

Logistic Regression Model (Impairment Yes/No) With Fatal Crash Data

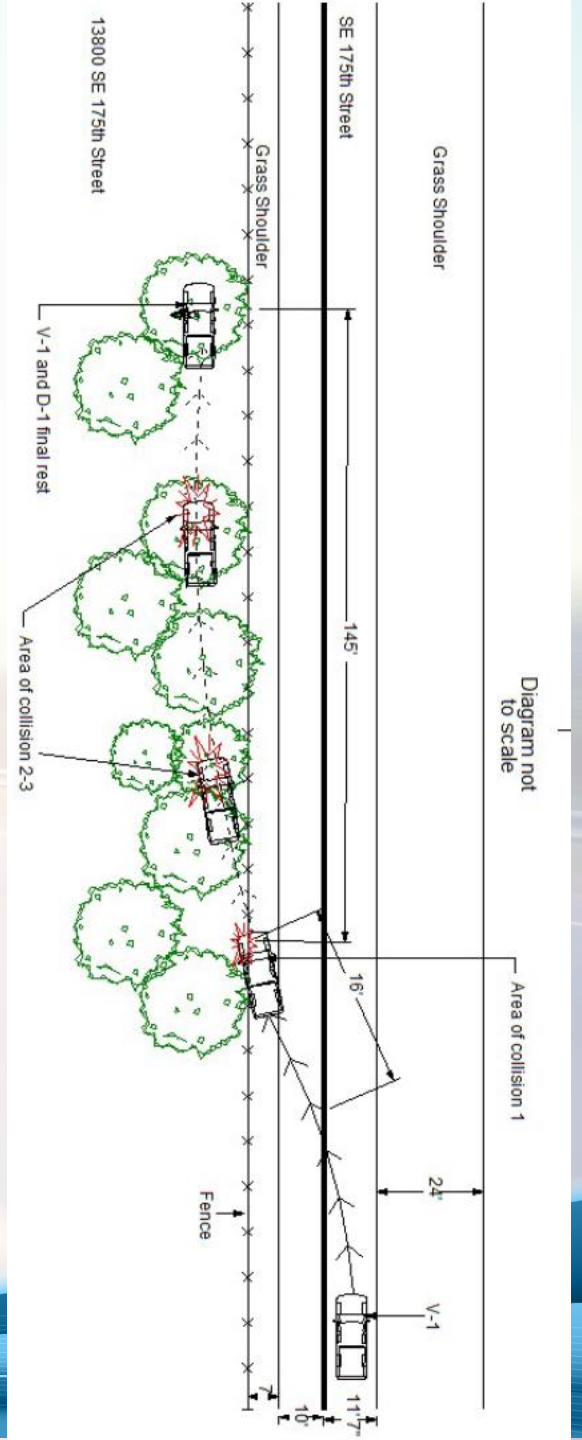
	Florida Model		Marion County Model		
Feature	Coefficient	Odds Ratio	Coefficient	Odds Ratio	Difference
TYPE_OF_VEHICLE_Pickup	0.099	1.104	1.026	2.789	1.685
WEATHER_CONDITION_Rain	-0.291	0.748	0.850	2.339	1.591
S4_IS_LANE_DEPARTURE_RELATED_Y	0.585	1.795	1.003	2.727	0.931
TYPE_OF_VEHICLE_Passenger Van	0.042	1.042	0.650	1.915	0.873
TYPE_OF_VEHICLE_Moped	-1.626	0.197	-0.272	0.762	0.565
DL_STATE_Non-FL	0.053	1.055	0.442	1.556	0.502
SEX_Male	0.186	1.204	0.418	1.519	0.315
S4_DAY_OR_NIGHT_NIGHT	0.628	1.874	0.781	2.184	0.309
TYPE_OF_VEHICLE_Motorcycle	0.056	1.058	0.281	1.325	0.267
TYPE_OF_VEHICLE_Passenger Car	-0.054	0.947	0.138	1.148	0.201
TOTAL_NUMBER_OF_PERSONS	-0.077	0.926	0.083	1.086	0.161
S4_IS_TEENAGER_DRIVER_Y	-0.517	0.596	-0.340	0.712	0.115
FIRST_HARMFUL_EVENT_Collision with Fixed Object	0.283	1.327	0.152	1.164	-0.163
TYPE_OF_VEHICLE_All Terrain Vehicle (ATV)	-0.072	0.930	-0.290	0.748	-0.182
WEATHER_CONDITION_Fog, Smog, Smoke	-0.027	0.973	-0.375	0.687	-0.286
TOTAL_NUMBER_OF_LANES	-0.071	0.932	-0.600	0.549	-0.383
TYPE_OF_VEHICLE_Other	0.346	1.413	-0.150	0.861	-0.553
Marion_Yes	0.299	1.348	-0.304	0.738	-0.610
WEATHER_CONDITION_Cloudy	0.106	1.112	-0.770	0.463	-0.649
FIRST_HARMFUL_EVENT_Non-Collision	0.546	1.727	-0.246	0.782	-0.945

Pick up(Age 54) /Night(10pm)/Lane Departure
No Seatbelt/BAC =.22 / Drugs = Positive



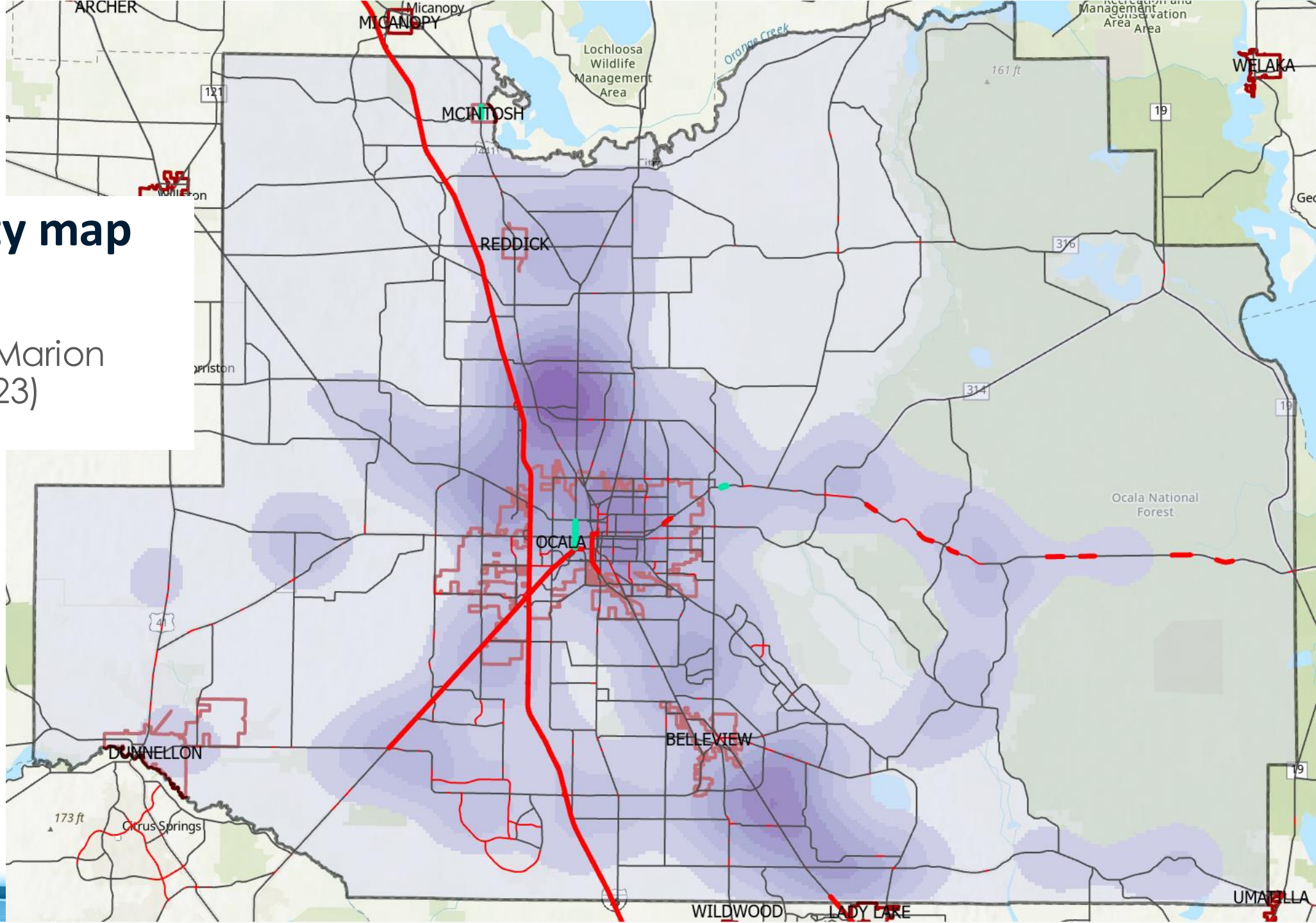
Pick up (Age 28), No Seatbelt

Blood alcohol concentration (BAC) of 0.441 g/100mL of blood and 110 ng/mL of Alprazolam. This revealed that D-1 was driving under the influence (DUI) at the time of the incident while being over 5 times the legal limit of 0.08g/100mL of blood. The Alprazolam would have an additive effect on the alcohol and would have increased his impairment.



Kernel density map

Fatal Crashes in Marion County (2021-2023)



Summary 1

- Over the past ten years, Marion County has observed a significant increase in traffic fatalities, but not necessarily in the number of traffic crashes
- Marion county has a higher proportion of impaired driving in traffic fatalities compared to other similar counties in Florida
- The increase in traffic fatalities is associated with an increase in impaired driving fatalities. However, it is also possible that the surge in impaired driving has directly contributed to the overall increase in traffic fatalities in Marion County

Summary 2

Vehicle type (pickup truck or passenger van), rain, and roadway departure are significant factors that increase the likelihood of impaired driving in fatal traffic crashes in Marion County

Summary 3

- Marion County is a significant area of concern for traffic safety in Florida, as it has experienced a substantial surge in traffic fatalities since COVID-19
- This increase is primarily associated with rural, daytime crashes. Drivers used seatbelt and they are not impaired

And more!

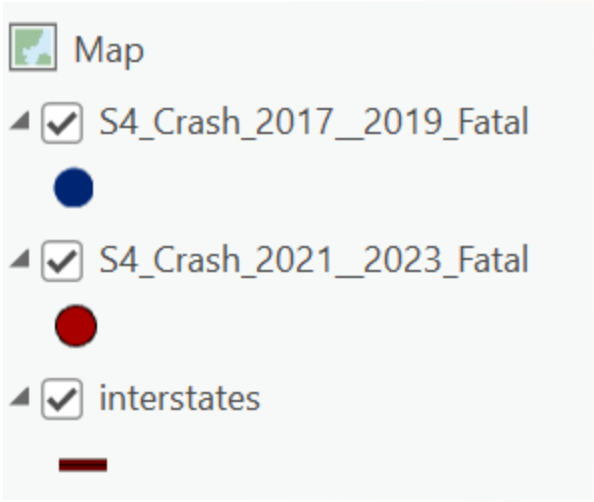
MC Fatalities in the Top 20 Counties

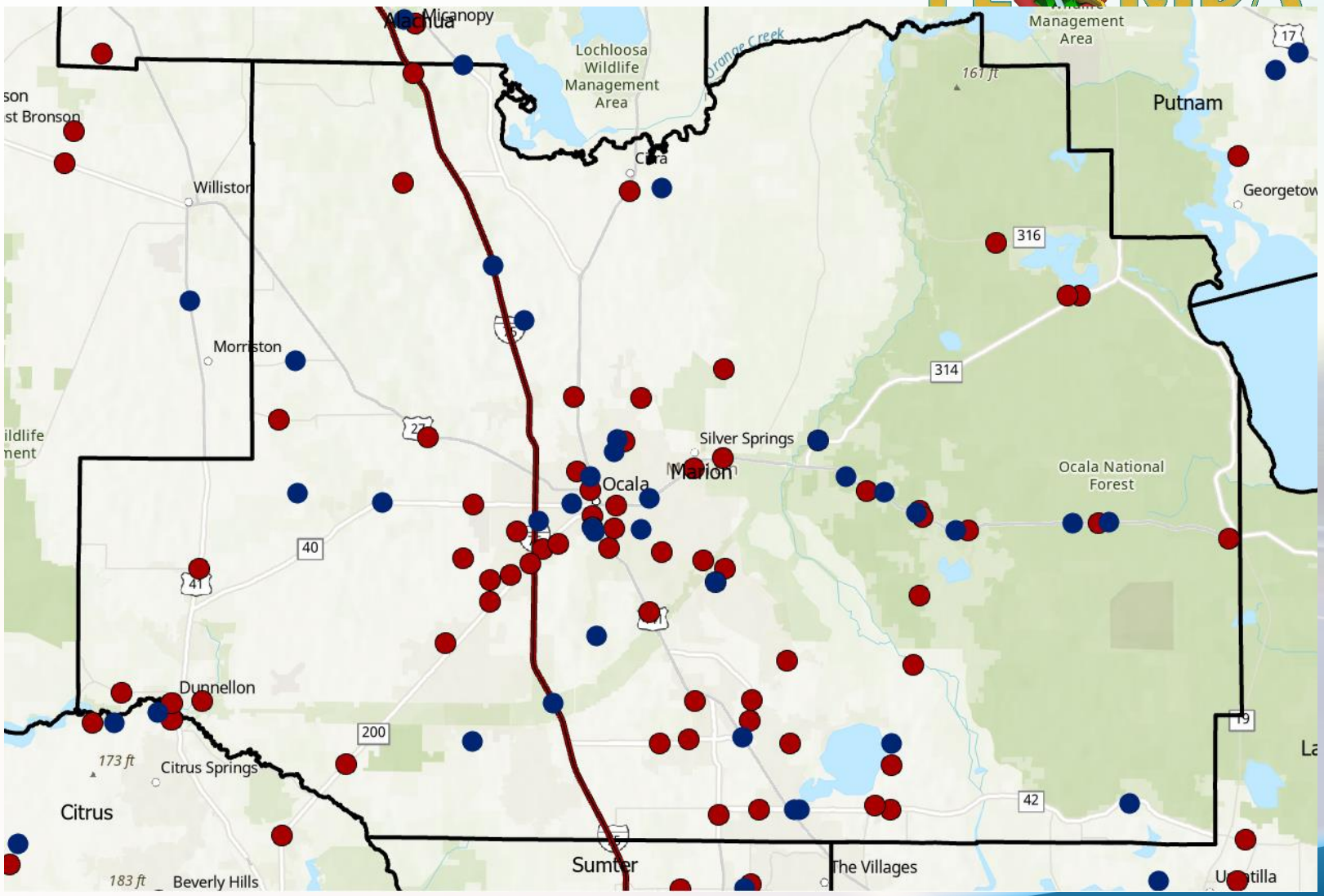
(Ranked by 2021-2023 Ave.)

	County	2017-2019 Ave.	2021-2023 Ave.	Change %
1	Miami-Dade	52	56	8%
2	Broward	33.3	44.7	34%
3	Hillsborough	40.3	41	2%
4	Volusia	36	38.7	8%
5	Duval	22.3	34.7	56%
6	Orange	25	29.3	17%
7	Pinellas	27	29	7%
8	Palm Beach	26.7	26.7	0%
9	Lee	19.7	25.3	28%
10	Brevard	20	24.3	22%
11	Polk	21	23	10%
12	Marion	10.3	21.7	111%
13	Pasco	25.3	19.3	-24%
14	Manatee	13.7	13	-5%
15	Lake	13.7	12.7	-7%
16	Osceola	11.3	12.7	12%
17	Sarasota	7	12.7	81%
18	Hernando	5.7	10	75%
19	Alachua	7.7	9.7	26%
20	Okaloosa	6.3	9.3	48%

Marion County

- 10.3 >> 21.7
- 111% Increase





Questions

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Action Plan Report Out

Goal 1 – Program Management and Strategic Planning
Goal 4 – Program Evaluation and Data
Goal 6 – Criminal Justice System

Danny Shopf, Cambridge Systematics

Public Comment Period

Chris Craig, FDOT

Next Steps

- Future Presentations
  - Q3:
    - CUTR: Impaired Motorcycle Initiatives
    - Paid Media – Sports Marketing
- Future FIDC Meetings Information: Orlando (in-person)
  - FY 2025 Q3 Meeting (May 15-16, 2025) Location: Orlando
  - FY2025 Q4 Meeting (August 27-28, 2025) Location: Orlando

FLORIDA
IMPAIRED DRIVING COALITION

Thank You!
See you in May!

TARGET ZERO
FATALITIES & SERIOUS INJURIES